

## JAPAN PRESSES FOR EARLY CONCLUSION OF ARMS ALLIANCE

Loan Involving Military  
Control of China Nearing  
Ratification

## SAME AS GROUP V

Present Deal Same One  
As Caused Jailing Of  
Eugene Chen

## HOW IT CAME OUT

Editorial Based on Informa-  
tion from Office Of  
President Li

### President Li's Office First Warned Of Loan

The time has come when the  
following must be said:

In May last I obtained from  
the President's Office information  
that Premier Tuan Chi-jui was  
negotiating with the Japanese  
Premier, Count Terauchi, an  
"arms" agreement that would  
eventually vest in Japan the mili-  
tary control of China.

I disclosed the transaction in  
the columns of the Peking  
Gazette. For this disclosure I  
was arrested, tried secretly and  
sentenced to a term of imprison-  
ment.

The "arms alliance" about to  
be concluded by Tuan Chi-jui  
and Count Terauchi is, substan-  
tially, part of the same agreement.

EUGENE CHEN.  
Editor Peking Gazette.

THE CHINA PRESS has received from  
its Peking correspondent the follow-  
ing telegram:

Peking, October 26.—The arms  
alliance deal between the Peking  
Government and Japan apparently  
is rapidly progressing towards a  
successful consummation. Japan is  
reported to be pressing for an im-  
mediate settlement on slightly mod-  
ified terms, but the Japanese Tai-  
hei arms plant insists that its re-  
presentative shall supervise the dis-  
tribution of the new arms, ostensibly  
for the purpose of preventing same  
from being used for suppression of  
the Southern movement. In diplo-  
matic circles however, this is re-  
garded as merely a first step towards  
control of China's army. It is un-  
derstood that the United States has  
suggested that Japan supply arms  
only for Chinese troops destined for  
Europe, and this is interpreted as  
meaning that America will object to  
anything beyond this. Meanwhile  
legation quarters are displaying  
unusual signs of interest, if not ex-  
citement.

### Sensational Events Promised

The projected arms alliance, so-  
called, promises to be the most  
sensational political development in  
China since the Japanese demands  
of 1915. It may not be too much to  
say that it promises to be one of the  
most disastrous events in the history  
of China.

When matters had come to a  
crisis last May between Premier  
Tuan Chi-jui and President Li Yuan-  
hung, the Peking Gazette printed a  
leader accusing the Premier of  
negotiating a secret treaty with Japan  
that would turn the army of China  
over to Japanese control. For that,  
as everybody knows, Mr. Eugene  
Chen, the editor of the Gazette, was  
sent to prison, to be freed only after  
Premier Tuan's dismissal by Pres-  
ident Li.

There were reports then that the  
Gazette's information came from  
high quarters. Yesterday THE CHINA  
PRESS obtained from Mr. Chen,  
who is now in Shanghai, a statement  
definitely settling this point and in-  
cidentally throwing light on why  
President Li took the radical step  
he did when he suddenly and  
arbitrarily dismissed the Premier.  
The Gazette based its charge on in-

(Continued on Page 19)

## Champion Runner Becomes Aviator



TED MEREDITH

James H. ("Ted") Meredith, famous  
former Penn athlete and holder of  
the world's quarter and half-mile  
records, photographed for first time  
in his uniform as United States  
Army aviator.

The "iron man" of the cinder path  
will henceforth fly for Uncle Sam  
and it is expected that once he gets  
going, he will break aerial records  
with his machine as he has done on  
the path with his feet.

Meredith is in training at one of  
the army's aviation schools "some-  
where in the U. S." He has for  
company some of the country's best  
known athletes who got the fever  
when "Ted" did and enlisted in the  
aviation corps.

## S. and W. Delegates' Power On The Wane Generally In Russia

Technically Incompetent To  
Carry On War And Require-  
ments Of Country

(Reuter's Agency War Service)  
London, October 26.—A congress of  
politicians, chiefly composed of Bour-  
geois elements and numbering a thou-  
sand members, has opened at Mos-  
cow. This is interesting, as show-  
ing the tendency of the more stable  
forces in Russia to unite in view of  
the failure of the Soldiers' and Work-  
men's Delegates to meet the needs of  
the situation.

The newspaper Izvestia, the organ  
of the Soldiers' and Workmen's De-  
legates, admits that the power of the  
latter throughout Russia is waning,  
chiefly owing to its technical incom-  
petence to carry on the war and the  
requirements of the country.

## Entente Conference To Strengthen Unity

Will Meet Peril Resulting From  
German Campaign To  
Split Allies

(Reuter's Agency War Service)  
Paris, October 26.—In the Chamber  
of Deputies, today, the new Minister  
of Foreign Affairs, M. Barthou, again  
affirmed French solidarity with Russia  
and confidence in the Russian army.  
The enemy's military offensive having  
been broken, they were now pursuing  
an intense diplomatic offensive, with  
the object of disuniting the Allies.  
The approaching Allied Conference  
would meet this peril.

M. Barthou re-affirmed the neces-  
sity for the return of Alsace-Lorraine  
to France and said that France would  
never make concessions to Germany  
in that matter.

M. Albert Thomas, the leader of  
the Socialist Party, approved M.  
Barthou's statement.

The Chamber, by 288 votes to 137,  
passed a vote of confidence that the  
Government would secure victory.

## Satisfactory Progress Is Reported of Joint Attack By Franco-British Troops

French Force Rivers, Capturing Draibank and Papegoed  
Wood; Germans in Hurred Retreat

(Reuter's Agency War Service)  
London, October 26.—Field Mar-  
shal Sir Douglas Haig reported this  
afternoon: The Anglo-French forces  
launched attacks at 5.45 this morn-  
ing, eastward, north-eastward and  
northward of Ypres and are making  
satisfactory progress. Rain fell  
heavily during the latter part of the  
night and still continues.

Sir Douglas Haig reported in the  
evening: The enemy's attempted  
raid last night, eastward of Loos,  
was met with rifle and machine-gun  
fire and failed to reach our wire.  
Two raiding parties, this morning,  
attacked our line northward of La  
Bassee Canal. One was repulsed  
before reaching our trenches, while  
the other entered our trenches, but  
was driven out. We took a few  
prisoners.

During the night, patrol encoun-  
ters occurred, eastward of Poel-  
capelle. Our artillery was active.

Last night, our aeroplane squad-  
rons attacked the factories and rail-  
way communications in the vicinity  
of Saarbrücken, with excellent re-  
sults. Naval machines dropped over  
31 tons of explosives on Burbach  
works, westward of Saarbrücken.  
The damage done was considerable  
and many fires broke out.

Another squadron dropped 3,335  
lbs. on the railway-stations, junc-  
tions and goods-sidings round about  
Saarbrücken. Many direct hits were  
scored and numerous explosions  
occurred. One big bomb destroyed  
a train proceeding towards Saar-  
brücken.

A total of five tons of bombs was  
dropped. The anti-aircraft defences  
were strong. Weather conditions  
at first were good, but, later, very  
bad, with rain and low clouds and  
a strong wind, rendering the return  
of our machines very difficult.

The weather on the British front  
slightly improved. 154 bombs were  
dropped on billets, twelve heavy  
bombs on the aerodrome at Courtrai  
and seventy-one on troops in trench-  
es and in the open. The fighting  
in the air was occasionally severe.

Five hostile machines were  
brought down and three driven  
down. Six of ours are missing.  
Steadily Clearing Ridges

Reuter's correspondent at British  
headquarters wires: The British, in  
conjunction with the French on their  
left, attacked this morning the Ger-  
man positions along the network of  
ridges which is steadily and inexor-  
ably being cleared of the enemy. The  
weather is very bad and it is raining  
heavily.

The front of attack extends from  
Houthulst Forest to the neighborhood

of Gheluvelt. Shortly before 7 a.m.,  
our men could be seen entering the  
pill-boxes upon Bellevue Spur, which  
is one of the important points of the  
attack. A few minutes later, the  
signal-lights displayed from Polder-  
hoek Chateau signified that we had  
carried this strongly-fortified place.

The enemy's retaliatory fire, so far,  
has been desultory, affording evidence  
of the effectiveness of our preliminary  
bombardment, when various explo-  
sions were observed. Prisoners admit  
that it was expected that we would  
attack again and, consequently, a very  
vigilant defence had been maintained.

Wonderful work has been done  
against stupendous odds during the  
last few days, preparatory for this  
battle. Many battalions of road-  
makers and railway-makers and also  
tunnelling companies have been  
laboring like Trojans to enable the  
heroic transport units to get up the  
necessary supplies.

Wonderful Engineering Work  
To illustrate the intensity of the  
fighting in this area, I may mention  
that, during one night, a short length  
of light railway was damaged by shell-  
fire forty-eight times and forty-eight  
times repaired and this railway was  
maintained in running order for bring-  
ing up heavy ammunition.

Our gunners, too, accomplished  
marvels in getting forward their guns  
through mud which was frequently  
axle deep. Practically all our guns  
had to be moved forward and,  
although this seemed an almost super-  
human task, nevertheless, by 6 p.m.  
last night, the final howitzer battery  
was in position and registering.

The ill-luck with regard to weather  
is by no means one-sided and the  
enemy will find any attempt to counter-  
attack in mass very costly, since the  
advantage of the ground is largely in  
our favor and they are bound to come  
under a tremendous concentration of  
fire as soon as they try to deploy for  
an advance.

### Berlin's Account

(By wireless).—A German official  
communique issued this afternoon re-  
ported: "Very violent artillery actions  
from Houthulst Wood, as far as  
Hollabeke, increased to drum-fire this  
morning. Attacks made by the French  
and British during the night failed.

"The enemy have attacked at  
several points since dawn. Yesterday,  
the French attacked in the region of  
the Allied. After a short engage-  
ment at Pinon Wood, we withdrew to  
the northern bank of the Oise to  
Aisne Canal. Also, in accordance  
with our plans, we withdrew behind  
the canal near Chavignon.  
"We stormed the French positions  
(Continued on Page 2)

## Designs Of Japanese On China's Finances Beaten By America

Secure Formal Renewal Of Op-  
tion On Currency Loan Given  
To Professor Jenks

Special Cable to The China Press  
Peking, October 26.—Liang Chi-  
chiao has formally renewed the  
American option concerning China's  
currency loan, which was given  
when Professor J. W. Jenks studied  
the Chinese currency system, some  
years ago. Thus, Japan's plan for  
controlling China's finances, through  
the currency loan of \$30,000,000, has  
been frustrated.

### Mail Notices

#### MAILS CLOSE

For Japan:—  
Per N.Y.K. s.s. Kaga Maru Oct. 29  
Per N.Y.K. s.s. Yawata M. Oct. 30  
Per N.Y.K. s.s. Kumano M. Oct. 31  
Per N.Y.K. s.s. Hakui M. Nov. 2  
For U.S., Canada and Europe:—  
Per T.K.K. s.s. Tenyo Maru Oct. 30  
Per P.M. s.s. Venezuela .... Nov. 10  
For Europe:—  
Per N.Y.K. s.s. Hirono M. Nov. 7  
Per N.Y.K. s.s. Kaga M. Nov. 21  
The American mail is due here on  
or about Wednesday, October 31, per  
N.Y.K. s.s. Sado Maru.

## Brazil Declares War On Germany; To Seize Warships Off Bahia

Torpedoing Of S.S. Macao Off  
Spanish Coast Is Cause  
Of Extreme Action

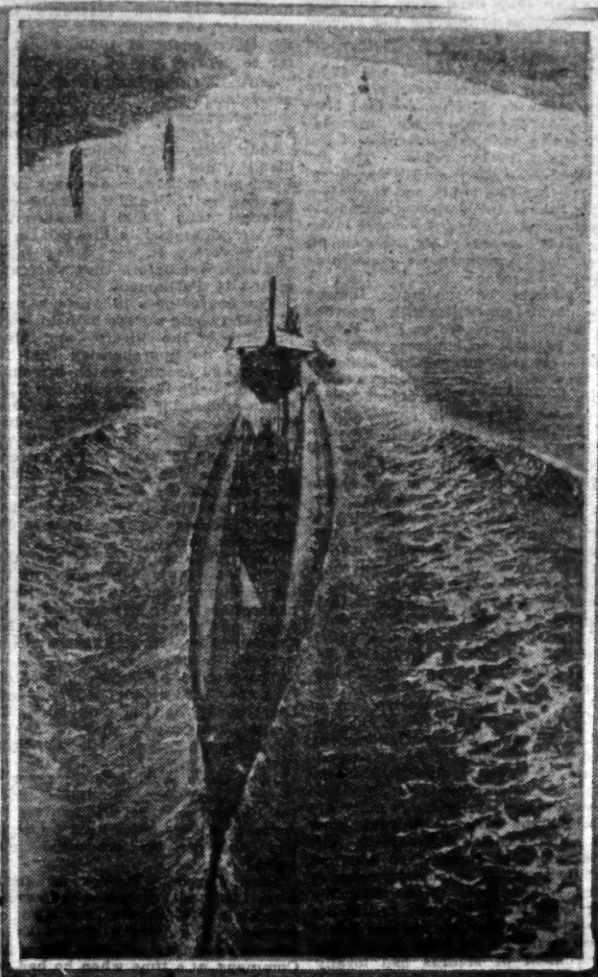
(Reuter's Agency War Service)  
London, October 26.—Brazil has  
declared war on Germany. Reuter's  
Agency is officially informed that  
this action was finally due to the  
torpedoing of the Brazilian s.s.  
Macao, off the coast of Spain.

Rio de Janeiro, October 25.—The  
President, in a message to Con-  
gress, states that it is impossible  
to avoid recognizing that a state of  
war has been imposed on Brazil by  
Germany and he proposes to seize  
the German warships anchored off  
Bahia.

## Sverdrup Gives Back German Decorations

(Reuter's Agency War Service)  
Christiania, October 26.—The fa-  
mous Arctic explorer, Captain Sverdrup,  
has followed the example of Captain  
Amundsen, the leader of the Nor-  
wegian expedition which reached the  
South Pole, in handing back his Ger-  
man decorations, for the same reason.

## Chilean Submarine Has Trials



CHILEAN SUBMARINE.

Photograph shows a submarine of  
the Chilean Navy sailing through the  
Cape Cod Canal en route to New  
London, where it will practice diving.

At the outbreak of war the Chilean  
Government was having certain of  
her battleships built in England.  
These battleships the British Govern-  
ment took over, in return giving to  
the Chilean Government six sub-  
marines being built at the Fore  
River shipyards for Great Britain.

which were under detention at the  
Charleston Navy Yard.

These subs were officially turned  
over to Chile last Spring, and since  
that time the new owners have had  
crews on board learning how to use  
the vessels. The crews were quar-  
tered in the historic U. S. frigate  
Constitution.

The vessels will start for Chile,  
after going through try-out tests at  
New London.

## SINN FEIN CONVENTION CLAIMS INDEPENDENCE

Gathers In Dublin To Draft Con-  
stitution; Aims At Securing  
Irish Republic

(Reuter's Agency War Service)  
London, October 26.—A Sinn Fein  
Convention has opened in Dublin, for  
the purpose of formulating an Irish  
Constitution. The provisional con-  
stitution declares that the Sinn Fein  
aims at securing international re-  
cognition of an independent Republic  
of Ireland.

This achieved, the Irish people, by  
a referendum, are to freely choose  
their own government. It is stated  
that there are 1,200 Sinn Fein clubs,  
with a membership of 250,000.

## WAR FAIR SCORES BIG SUCCESS ON SECOND DAY

Larger Crowds Of Patrons For  
Close Of Benefit Event  
At Town Hall

The War Fair in aid of the  
Veterans' Club and the British Wo-  
men's Work Association closed last  
night at the Town Hall as one of the  
most successful society-benefit events  
that has been attempted in Shanghai.  
Augmented crowds visited the color-  
ful quarters of the Fair yesterday  
afternoon and booths and amusement  
features found a flourishing patronage.  
Evening found the tables well  
filled for the cabaret and the enter-  
tainers scored an even more positive  
success than on the opening night, and  
the managers of the program came in  
for more hearty congratulations.  
When it was all over everybody  
breathed a sigh of regret and wished  
that there might be an encore.

Just how large an amount was  
realized for the Club and Association  
is not known, but it is estimated that  
the affair was one of the most suc-  
cessful from a financial standpoint of  
any of its kind that has taken place.

## BOSELLI IS DEFEATED IN ITALIAN CHAMBER

Vote Of Confidence Swamped;  
Crisis Doesn't Mean Weak-  
ening Of War Policy

(Reuter's Agency War Service)  
Rome, October 25.—The Chamber  
of Deputies, by 314 votes to 96, has  
rejected a vote of confidence in the  
Government. The Cabinet has re-  
signed.

London, October 26.—The fall of  
the Italian Cabinet has been antici-  
pated for some time. The Premier,  
Signor Boselli, is upwards of 80  
years of age and has lost his vigor.

Moreover, the dissatisfaction con-  
nected with the food question and  
new Party combinations in the  
Chamber have rendered the position  
of the Ministry precarious. This  
crisis does not imply any weakening  
in Italy concerning the war.

## GOVERNMENT WILL BUY TEA FOR BRITISH ISLES

Hope To Have Normal Supplies  
Available After The  
New Year

(Reuter's Agency War Service)  
London, October 25.—In the House  
of Commons, today, Mr. James Par-  
ker, representing the Food Controller,  
said that the purchase of tea for  
India and Ceylon on Government ac-  
count was being arranged. Shipments  
in bulk could not reach the United  
Kingdom before January, but it was  
anticipated that normal supplies  
would be available after that and  
that retail prices would be material-  
ly reduced.

### AMERICAN SONG SERVICE

The American Song Service will  
begin this afternoon at 4.30 instead  
of 5 o'clock, as advertised. The  
speaker will be Mr. James B. Web-  
ster. There will be special music.

## TALIANS FORCED OVER OWN BORDER IS BERLIN REPORT

Germans Claim They Have  
Captured Thirty Thou-  
sand and Prisoners

## TO QUIT BAINSIZZA

Rome Admits Preparations  
For Evacuation Have  
Been Made

## GIGANTIC EFFORT

Attack Stretches From Car-  
so to Pezzo; British  
Guns aid Defence

(Reuter's Agency War Service)  
Rome, October 26.—An official com-  
munique reports: Powerful enemy  
forces continued their offensive on  
our left wing on the Julian front.  
We have withdrawn to our boundary  
line between Mount Maggiore and  
westward of Auzza and have pro-  
vided for the evacuation of Bainsizza  
Plateau.

London, October 26.—The situa-  
tion on the Italian front is at pre-  
sent obscure. The Minister of War  
today electrified the Italian Cham-  
ber of Deputies by a strong speech,  
in which he reassured its members  
that the Italian forces are fully pre-  
pared and the enemy will never  
tread Italian soil.

A German official communique  
issued this afternoon stated: "The  
2nd Italian Army is retiring. We are  
advancing beyond Karfreit and Ron-  
gina and already we are fighting in  
many places on Italian territory.  
Our prisoners now total 30,000, of  
whom 700 are officers and our booty  
includes 300 guns."

Reuter's correspondent at Italian  
headquarters, wiring yesterday, states  
that the weather has broken and  
there is mud and slush everywhere.  
Nevertheless, the artillery duel has  
been ever increasing in extent and  
volume and is beginning to reveal  
the vast nature of the Austro-Ger-  
man movement, which stretches  
from Pezzo to Carso.

The 2nd and 3rd Armies are offer-  
ing a very stubborn resistance and  
are ready to pass to the offensive  
directly opportunity offers. The  
Italians are using machine-guns to  
the utmost to stem the enemy and  
the British artillery is playing a  
great part in the defence.

## Father Moisan, Pioneer Mission Worker, Dies

Well Known Jesuit Passes  
Away Very Suddenly  
Thursday Night

Requiem mass for Father Moisan,  
one of the pioneer Jesuits in China,  
who died suddenly here Thursday  
evening, will be held at St. Joseph's  
Church tomorrow morning at 7.30  
o'clock.

Father Moisan was 72 years old  
and one of the oldest French mission  
workers in China. He was born in  
France in 1845, coming to China from  
Paris in 1882. For many years he was  
a missionary in various parts of the  
interior and for a number of years  
was in charge of a mission at Wuhu,  
before coming to Shanghai. He was  
at Sincawei for two or three years.  
He has been in charge of the parish  
of the Sacred Heart of Jesus, in  
Hongkong, for six years and in charge  
of St. Joseph's parish for three.  
He was a director of St. Francis  
Xavier College. Father Moisan joined  
the Jesuit order in 1861.

Death came very suddenly to  
Father Moisan. He had been hear-  
ing confessions Thursday evening and  
came to St. Joseph's from the Sacred  
Heart church at about 5 o'clock. Two  
hours later he was taken with a  
pulmonary congestion and died before  
eight o'clock. He had been in good  
health previously, though he had a  
similar attack several years ago.



## Content Mrs. Annie Besant Will be More Moderate In Her India Propaganda

(Reuter's Agency War Service)

London, October 24.—In the House of Commons, today, Lord Sydenham, Governor of Bombay from 1907 to 1913, reviewed the Besant case and moved for the following papers: the admirable reply of the Viceroy to the deputation from the Press, last March; the speech made by Lord Pentland, Governor of Madras; the Note of the Government of Madras justifying the internment of Mrs. Annie Besant and the manifesto to the joint congress. Lord Sydenham said that he hoped reforms in India would not take the form of concessions to the noisy party which is aiming to establish an oligarchy in India and to take the utmost advantage of Great Britain's present difficulties.

Lord Lamington, Governor of Bombay from 1903 to 1907, asked if the Government of Madras had not protested against Mrs. Besant being given full freedom of action.

The Marquis of Lansdowne, Viceroy of India from 1888 to 1893, also reviewed Mrs. Besant's "sinister activities," which were bound to have very dangerous effects. He recalled the opinion on this matter expressed by a Judge of the High Court, when refusing her appeal, the Viceroy's agreement with the Judge's finding and Mr. Austen Chamberlain's description of her agitation as likely to become highly dangerous and even disastrous to India.

Lord Lansdowne remarked that there were few countries in the world where a person guilty of such practices would not be invited to leave the country. He said her internment was a cautionary, not a punitive measure, but the people of India were unable to appreciate the distinction and, in their eyes, Mrs. Besant had been interned because she had committed a serious offence and had been released because her offence had been condoned by the Indian authorities.

Mrs. Besant's promise to co-operate in securing a calmer atmosphere during the visit of Mr. E. S. Montagu, the present Secretary of State for India, was not an undertaking to cease writing seditious letters. "In order to obtain a fairly quiet time, are you going to run away from something or smooth it over in order to get a calm surface, regardless of undercurrents, or the storm muttering in the distance?"

The need for caution had been greatly increased by the fact that Mr. Montagu had announced himself in favor of a very strong Home Rule policy in India. Lord Lansdowne contrasted Mr. Montagu's "intemperate attack" on the system of the Indian Government, in the course of the debate on the Mesopotamian campaign last July, with the prudent and cautious spirit characterizing the lecture given by Lord Islington, Under Secretary of State for India, at Oxford, a month later.

He pointed out that Lord Islington was then a member of the Government, to which Mr. Montagu had not been admitted. Mr. Montagu's speech after joining the Government was much more cautious. Mr. Montagu then spoke of increasing the association of Indians with every branch of the Administration and the general development of self-governing institutions.

"We all readily endorse those objects, but the fact remains that there are two Montagus, the official and the unofficial and I am afraid that the Montagu whom the malcontents are prepared to welcome with open arms is the unofficial Montagu and that he will be received by a great many as the apostle of the Home Rule movement and as the man who has come to overthrow the Indian Government, root and branch, from the Home Rule point of view."

"The mission Mr. Montagu has undertaken is, therefore, a very delicate one and he must expect his language and actions in India to be scrutinized very narrowly. I am sure a man of Mr. Montagu's great ability will recognize the necessity for proceeding warily and avoid all appearance of plying with the kind of disaffection rampant in many parts of India. It is because I feel strongly how great are the dangers of this somewhat adventurous policy that I regret the blunder committed in the treatment of Mrs. Besant, which has

greatly alarmed the loyal classes in India."

Lord Islington, Under Secretary for India, in reply, reviewed the circumstances of Mrs. Besant's internment and her release. With regard to the assurances received by the Raj from Lord Besant, he said that he was not at liberty to state exactly the manner in which they were given, but they were such as to impress the Viceroy with the belief that there would be no recurrence of the agitation.

"They impressed us in the India Office in a similar manner." Subsequently, the Viceroy received Mrs. Besant's telegram, which was sent before she had been informed of the instruction for her release. The act of the Indian Government was in no way an act of timidity and vacillation in the face of the clamor of extremists or sentimentality, but the course taken was highly expedient at the moment, after the pronouncement concerning reform was made.

Thousands of moderate Indians throughout India mistakenly regarded the restrictions placed on Mrs. Besant as an attempt to suppress free discussion of self-government, although it was only her unconstitutional methods which the Government desired to check. They would have agitated for her release, maintaining a distracting controversy prejudicial to the success of Mr. Montagu's mission.

With regard to the apprehensions of a section of the European community, Lord Islington appealed to them to exercise patience and forbearance in the extremely delicate situation, to refrain from anything likely to embarrass the position, to co-operate in the efforts to devise suitable schemes of reform and to do their share in bringing about a situation consonant with the reasonable demands of the country and in the best interests of India and its people.

With regard to the interference of the Indian Government with the discretion of the Madras Government, Lord Islington said that he was an advocate of greater freedom for the Provincial Government, but this was a case affecting the whole of India and in which the ultimate decision must rest with the Indian Government. The Government of Madras had admitted that there might be considerations of policy other than those governing their locality and that the desirability of removing the restrictions might be left to the Indian Government. The Government of Madras had loyally accepted the decision of the latter.

He was asked why the question of a great constitutional change was raised in the midst of war. The questions involved had agitated India for years. Lord Hardinge, when Viceroy of India, had been impressed with the necessity for important political changes. Lord Chelmsford, the present Viceroy, was impressed with the gravity of the situation.

The Indian Government has long impressed the Home Government of the urgency of reforms. It was true that Lord Hardinge thought that these might stand over till after the war, but Lord Islington was sure that he reckoned on an earlier peace.

For some time before the Cabinet's decision, the Indian Government had telegraphed constantly that agitation was increasing and would increase in the absence of a declaration of policy and that the situation in India was becoming graver and graver. Mrs. Besant and her propaganda were but a symptom and the decision for her release was not the decision of the Viceroy alone, but of the Viceroy and the Council of India.

The announcement made on August 20 had cleared the air and, as far as he was aware, there had been no recurrence of the agitation in Madras. Lord Islington then read the following telegram from Lord Chelmsford, the Viceroy of India, which he had received that day:—

"The main cause of dissatisfaction among Europeans is the belief that the Secretary of State for India overruled the Indian Government and the Government of Madras. You can make it quite clear that I acted on my own responsibility and the Government of Madras loyally accepted my decision."

"Such restrictions, as Mrs. Besant's ingress to other Provinces, as were previously in force, have been re-

moved by the local governments, entirely on their own initiative. We have no reason to be dissatisfied with the result of her release."

"The reception of Mrs. Besant at various centers has naturally been a cause for minor local excitement, to which no importance need be attached. Mrs. Besant's references have been moderate and in keeping with her undertaking to me."

Lord Islington deprecated laying papers. He did not hesitate to say that, if Mrs. Besant abused the consideration shown her, the Indian Government, with the full concurrence of the Secretary of State for India, would immediately take the steps necessary to stop her violent methods. If such measures were necessary, the action now taken by the Government of India would go far to deprive her of sympathy.

Lord Islington emphasized the representative character of the delegation accompanying the Secretary of State for India. No announcement of any decision of policy would be made while the mission was in India and, whatever decisions were reached as the outcome of the conference, they would be transmitted by Mr. Montagu, on his return, to the Government, for consideration and approval before they were submitted to Parliament.

The conferences in various parts of India would always be held in the presence of the Viceroy and there need be no apprehension that the dignity and prestige which surrounded and ought to surround the Viceroy would suffer from the presence of the Secretary of State for India.

The task before those in India was difficult and intricate in the extreme and success would largely depend on the effort of the British and Indian people working in harmony. "Our task at home is to do nothing to disturb that harmony."

Lord Middleton, a former Secretary of State for India, commented on the unfortunate sequence of events in connection with Mrs. Besant's release and strongly criticized Mr. Montagu's speech during the Mesopotamia debate.

The Marquis of Crewe pointed out that the Government of India and the Viceroy had contemplated the whole business and those attacking Mr. Montagu were really attacking them.

Lord Carmichael, late Governor of Bengal, deprecated anything giving the impression that the Defence of India Acts were being used for punitive and not for preventive purposes.

Lord Curzon, Viceroy of India from 1898-1905, protested against the attacks made on Mr. Montagu on account of a speech made as a private member of the House of Commons, at a time when he had no idea that he would be presently charged with the government of India. With regard to his visit to India, he asked: Should the invitation of the Indian Government be declined? When the Secretary of State, the Viceroy and the whole of his colleagues recommended a particular course, either House of Parliament ought to be slow in assuming that they were wrong.

Lord Sydenham withdrew his motion.

### Satisfactory Progress In Joint Attack

(Continued from Page 1)

at Chaurie Wood, on a width of 1,200 meters and brought back prisoners."

Important Gain for French

Paris, October 26.—The official communiqué issued this afternoon reported: We attacked at 6 o'clock this morning between Dreifgrachten and Draelbank, in Belgium. We crossed the St. Jans Beck and

Coverbeck, which were shoulder-deep and made important progress, despite the difficulties of the ground. We have captured the village of Draelbank and Papegoed Wood and many farms organized as points d'appui. We have taken a hundred prisoners.

The night was calm on the entire front north of the Aisne. The enemy only reacted feebly with artillery. We are organizing the positions we have captured on the south bank of the Oise to Aisne Canal, the bridges over which were blown up by the enemy in their retreat.

The Germans again attacked, north of Chaurie Wood, on the right of the Meuse. After a very lively fight, in which the enemy suffered serious losses, they only obtained a footing in one of our advanced elements.

Hurried German Retreat

London, October 26.—Correspondents at French headquarters emphasize the hurried retreat of the enemy, who are trying to evacuate the district north-east of Pinon, including the Forest of Pinon. Their difficulties are very great, as they have to cross a road across a marsh to the north bank of the canal, under fire. It was here that many guns and prisoners were captured yesterday.

The French aviators report that the enemy are cutting down the fruit trees and destroying the farms beyond the Valley of the Ailette, as they did prior to their retreat on the Somme last year.

Monster New Guns

The Paris papers report that the captured German guns included two of tremendous power, each served by 40 men and firing torpedoes.

Reuter's correspondent at French headquarters, wiring yesterday afternoon, said: On the right, our victory has been completed by the capture of the villages of Pargny and Filain. Thereabouts and in the Forest of Pinon, the enemy were forced to abandon a large number of guns, which have not yet been counted.

They killed the horses of the artillery when they realized the impossibility of removing the guns through the French barbed wire.

We have progressed on the left far beyond the limits assigned for the 23rd. Our troops are in the highest fettle. Our patrols were in touch on the Oise to Aisne Canal at 9 o'clock this morning.

The tanks are co-operating to clear out the enemy nests in the forest.

### GOVERNMENT SUBMITS TO GEN. MENG EN-YUAN

Tuchun Of Kirin Is Restored To  
His Office After Threat  
Of Fight

General Meng En-yuan, the Tuchun of Kirin, who has rebelled, has been informed by Peking that he will be retained in office and his successor, General Tien Chung-yu, will not proceed to his province, according to Chinese telegrams. The troops he sent to the Fengtien border have been ordered to go back to their headquarters at Changchun. But mobilization and recruiting have not yet ceased in Kirin. The Bank of China in Kirin was robbed by troops, who made away with a large sum of notes.

A crushing defeat of the Yunnanese in Szechuen is reported by General Liu Tsung-hou, the restored Szechuen division commander, from Chengtu, saying that soldiers evacuated Nanking, their captured position, Tuesday and were again routed at Yung-changshien.

The arms and munitions surrendered by the Austrian guards to the Dutch Legation will be taken into the joint custody of the Allied Legations, according to decision of the meeting of the Diplomatic Corps Friday afternoon.

The Cabinet meeting Friday decided to accept the \$400,000 offered by the son of Chang Chen-fang, the convicted monarchist, toward the flood relief fund in Tientsin and declared that the acceptance does not mean that the sentence imposed on his father will not be executed. However, Ling Chang-ming, the Minister of Justice, has expressed his willingness to postpone the execution of the judgment, as the culprit is seriously sick.

One more brigade of infantry under Liu Hsun, commander of the fifteenth division, was sent for by President Feng for his guard.

Proposals for the adoption of a gold standard in China and for the establishment of periodical Sino-Japanese Industrial Exhibitions were made at the conference of the United Japanese Chamber of Commerce, now being held in Tokyo. The exhibition is to be held every five or six years in order to develop more intimate economic relationship between the two countries. The first is to be held in China.

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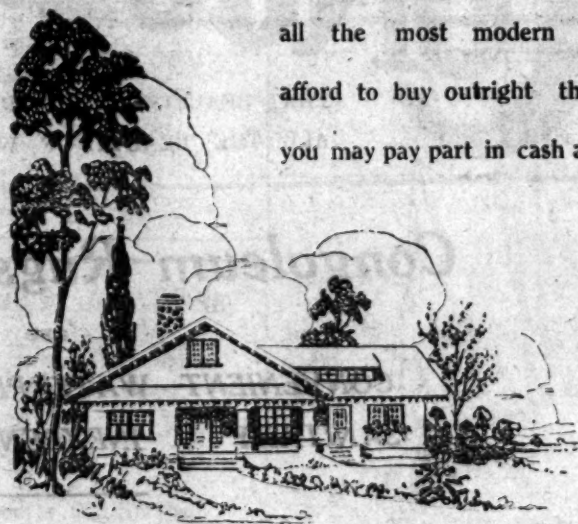
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## CENSORSHIP CAUSE OF SHANGHAI MEN'S ARREST

Jocularly Worded Telegram Is Suspected By Mukden Authorities But All Ends Happily

Mr. Wu Ting-seng and Mr. Tung Hang-sung, two prominent Shanghai merchants, are back in Shanghai after a curious incident in Mukden, caused by a misunderstanding. Due to the rigidity of the censorship there they were temporarily under arrest. Mr. Wu yesterday made a statement explaining the incident.

While at Mukden on October 12 Mr. Tung wrote a telegram to his relatives in Shanghai telling them he was on his way back. The telegram was taken to the telegraph office and returned for explanation of the address "Ningchow." After this was given it was returned on another pretext, that the wrong kind of notes had been given in payment.

Mr. Tung then filed another telegram, jocularly worded, which a friend asked him to send to Shanghai. As a result two secret service men, believing the messages suspicious, asked them to come to the Military Governor's yamen. After some talk messages were sent to Peking and Shanghai to vouch for Mr. Tung and Mr. Wu. Pending the receipt of these they were compelled to remain in the yamen but were courteously treated. After the messages came they were released with apologies.

## At the Theaters

An imposing program of classic and antique dances is heralded to open at the Apollo Theater next Thursday when Mlle. Marie Louise Sterlig, premiere danseuse of the Paris Grand Opera, will begin a four nights' engagement. Mlle. Sterlig comes to the East from Buenos Aires, where she held long and popular dominion over the hearts of South American lovers of the art of Terpsichore. She has just concluded a successful 25 days' engagement at the Imperial Theater in Tokio. While here the dancer will give four complete program changes with dances taken from the great operatic works, including such numbers as "La Danse des Heures," from Giacomini; "Vision d'Herode," from Herold; "La Danse des Volles," from Salome; Bizet's "Fascination"; Gounod's "La Nuit de Valpurgis"; the "Meditation of Thale" and others. The booking is at Robinson's. The program also includes screen numbers.

The striking Italian war film, "On the Way to Gorizia," may be seen at the Apollo tonight and tomorrow night, together with other good films. Today's matinee shows the 7th and 8th episodes of the "Mystery of the Double Cross." Two new episodes arrive Tuesday, also new Gazettes and comedy and fashion pictures.

Another new bill which promises diversion for that indefinite individual, the tired business man, and his family is scheduled to open tomorrow night at the Lyceum. Press notices from elsewhere for Frederick Shipman's "Fantastics" presage that Shanghai will be well entertained by this versatile troupe. They present an extended and varied program for their premiere, including xylophone rattle, songs and dances, comedy acrobatics and other annual dispelling stunts. Eleven members participate in the doings.

Shanghai music lovers have been well served of late and further entertainment for them is promised next Saturday at the Olympic Theater when a well-known Dutch lyric-soprano, Marie Laet, is to give a recital. Her program includes compositions by Brahms, Grieg, Egel and others. She will be assisted at the piano by Mr. A. Mirovitch. The booking is at Moutrie's. "The Mignons" will make their farewell bow to the Olympic audiences with tonight's and tomorrow evening's performances. The present program also includes the popular five-reel Paramount picture, "Molly Make-Believe," with Marguerite Clark playing the title role.

"Madame Butterfly," famous romantic idyll of Japan, featuring Mary Pickford, is being shown at the Victoria Theater today and tomorrow, with a matinee this afternoon. The Collier Girls continue to please at this playhouse.

An entertainment with local application, including variety numbers and local cinematograph films, is announced for the Olympic Theater on November 11 and 14. All expenses of the undertaking have been subscribed, and the gross proceeds will be devoted to the British Women's Work Association and the French War Charities. Prices are \$3 and \$1 and booking is now open at Moutrie's.

Mariani and Company have proved popular with the crowds at the Shanghai Isis Theater and remain the attraction today. Miss Alexine is announced to do the "Jump of Death," a trapeze leap accomplished while blindfolded, as an added feature to her acrobatic program beginning November 2. Four parts of the "Crimson Stain Mystery" are on view at today's matinee.

"Hazel Kirke," a five-part Pathe success, is the headliner at Towa Cinema today. Pearl White is the leading figure. There is also a clever animal comedy, "The Jungle Cure." Program changes tomorrow.

## Fantastics Open Tomorrow Night



Miss "Billie" Seaton, one of Frederic Shipman's stars, here with "The Fantastics."

Frederic Shipman's "Fantastics," appreciated. Especially good was whose season at the Lyceum Theater commences tomorrow night, arrived in Shanghai yesterday from Hongkong. Mr. and Mrs. Shipman and a number of the artists in the company are staying at the Astor House. Mr. Shipman reports that the company enjoyed a most gratifying success in Hongkong and Manila. The South China Morning Post of Hongkong thus reviewed their opening bill:

The Fantastics opened last night, and their welcome was deservedly cordial. A good house greeted them, and from the very commencement the artists were on the best of terms with the audience with the result that encores were demanded to every item, and moreover were generously conceded. The company, differing from many that Hongkong sees, is complete in its appointments. A good orchestra opened the program, and what with the striking embellishments to the music, the rich stage setting and pretty lighting effects, the impression gained was one of enterprise and thoroughness.

Of the artists themselves the drawback to a report of their offerings is the lack of space and vocabulary. Bert Wiles on his xylophone was the first to appear and his playing was good to hear. Hilda Felstead, musical monologist, followed. The audience were loth to let her depart even after three entertaining pieces, including the charming "Old Chap," a little boy's delight in his father's name for him. Finally Miss Felstead obliged with an entertaining rendering of "Sing a Song of Sixpence" as given by various types of folk. She brought down the house when she apologized.

"I hope there are no Scotsmen present. My Scotch is very bad, I am a strict teetotaler and it sounds like lemonade." Ivey Aldous and Fred Keeley followed and their dancing, of a type new to Hongkong, was keenly

appreciated. Especially good was Keeley's inebriate stepping. Later Miss Aldous earned further appreciation in a pretty little song "Whistling Jim."

Elsie Black quite justified expectations by her selections on the flute, proving herself a flautist of no mean order, and in that regard Ray Traynor on the piano was the close cynosure of all eyes in his turn. He showed such familiarity with the instrument that one almost expected to see the latter rise in protest. Mr. Traynor acted as accompanist to Miss Billie Seaton, and the latter also quickly established herself as a firm favorite. Her refreshing American accent was not the least striking feature of her appearance. Another quickly established herself as a firm favorite, enriched as it was with lavish gold adornment. It was in her "k'd parts" however, that she pleased most. "They will all be sorry they picked on me" was a delightful effort.

Nellie Black and Fern French in their "Musical moments" were quite up to the standard set by their predecessors on the program, but it remained for Leonard Nelson to set the house hysterical. Wearing no make up, Nelson emerged from his shop door, a cunningly contrived stage setting, and his several numbers had the house tickled to death. He is a comedian who has been described as really comic. The simple praise conveyed much and it is sufficient to add that he is a comedian of whom all would be glad to see more. The program concluded with a laughable turn by Alf Redhead Wilson, a most amusing individual who combines with his funniest an extraordinary skill in athletics.

Altogether the Company is one that Hongkongites are not able to see often. Musical people may attend in the full expectation of a treat and those who like to be amused will have no cause whatever to find complaint.

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## Church Services

Holy Trinity Cathedral.—October 28.—St. Simon and St. Jude, Apostles and Martyrs. Twenty-first Sunday after Trinity. 8 a.m. Holy Communion. 11 a.m. Matins and Litany. Walmisley in D. Anthem "Glorious in heaven are the souls." Hurry. Hymns 4, 432, 431. Preacher The Rev. A. J. S. Stern, M.A. 3 p.m. Children's Service. 6 p.m. Evening-song. Walmisley in D minor. Hymns 208, 438, 627. 4th Lecture on Amos.—The Dean.

St. Andrew's Church, Broadway.—October 28.—10.30 a.m. Matins. Preacher—The Rev. C. J. F. Symons, M.A.

Bubbling Well Chapel.—October 28.—8 a.m. Holy Communion. Union Church.—Harvest Sunday, October 28.—11 a.m. Preacher, Rev. C. E. Darwent, M.A.; Subject, Bread; Chant, 12; Anthem, "I will feed My flock" (Bridge); Hymns, 631, 708, 711. 6 p.m. Preacher, Rev. C. E. Darwent, M.A.; Subject, Regarding the clouds; Chant, 57; Anthem, "The eyes of all wait upon Thee" (Elvey); Hymns, 710, 709, 711.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.—On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by the Rev. Frank Rawlinson, D.D. Evening 6 p.m. by Mr. Arthur Moore.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. W. P. Roberts, D.D.

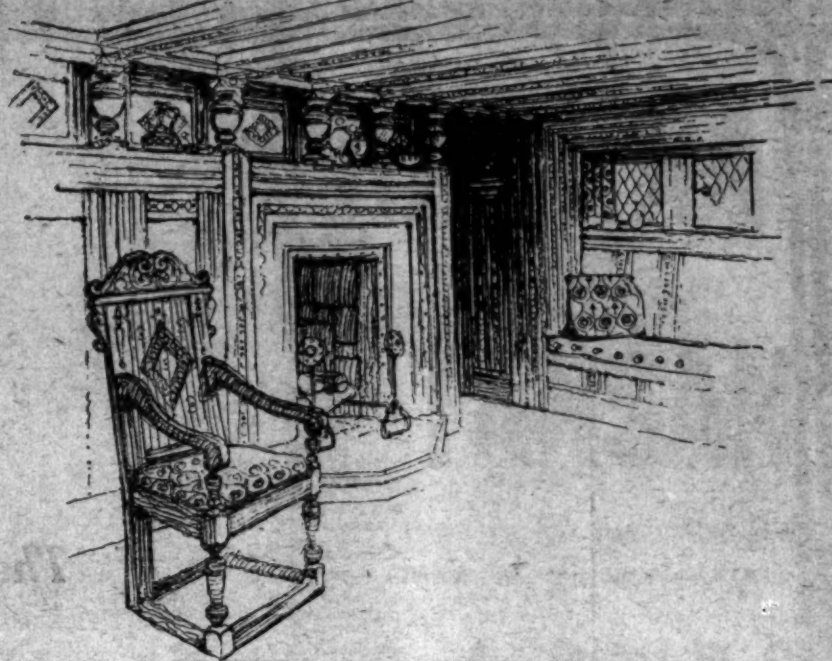
Sunday Service League.—Martyrs Memorial Hall, 5 p.m. Address by the Rev. W. M. Hayes, D.D., LL.D., of Shantung.

St. Joseph's Church.—Sunday, October 28.—Masses at 6, 7, 8 and 10 a.m. At 10 a.m. High mass, Sermon in French. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6, 7.30 a.m.

November 1.—All Saints Day, masses at 6, 7, 8 and 9 a.m.

November 2.—All Souls Day, masses at 6, 7 and 8 a.m.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Probation after death." Sunday school, 10 a.m. Wednesday evening 6 p.m. Reading room No. 21 Nanking Road, Room 21 daily 10.30 to 12.30.



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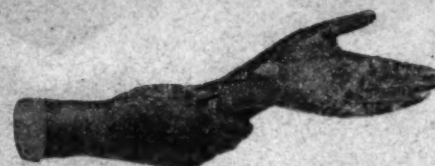
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College Notes

A Board of Trustees for the college in America has been elected and is to hold its first meeting at Richmond, Virginia, some time in November. It will consider ways and means of advancing the interests of the college in America.

The first number of the College newspaper, "Voice," has just come out. The size of the paper has been reduced while the number of pages has been doubled. An attractive heading is being used. There has been a complete reorganization of the Chinese section of the paper and one of the members of the College faculty, Mr. Ni En-tung, has taken charge of it. The Chinese section now contains many news items, including news not only from Shanghai but also from Peking and other cities.

Dr. George A. Huntley, the College physician and acting head of the science department, made a trip to Soochow and delivered lectures at Soochow University and Yates Academy. Dr. Huntley has been in China about thirty years and has had a great deal of experience with Chinese medicine. His lecture at the University was illustrated with slides he had made himself and was on the subject "Chinese versus Western Medicine." Dr. Huntley dealt with such Chinese practices as the use of incantations for persons suffering from severe accidents, and the employment of sticking-plasters in the treatment of abscesses. The slides which he used to illustrate foreign methods were made of the work of the Baptist Mission Hospital at Hanyang. Dr. Huntley spoke at Yates Academy on the subject of Flies, using slides that had been made by the Y.M.C.A. of Japan. The government schools of Kinwha have united in a request to Dr. Huntley to come to Kinwha and deliver a series of lectures there on hygiene and sanitation. It is probable that he will go.

The annual order of books for the college library has just been made up under the supervision of the librarian, Professor Hanson. The lists contain the latest and best books on sociology, psychology, economics, history, religion and literature.

The baseball team had its final meeting of the season and elected Chang Ko-chuen, the catcher, captain for next year. It is probable that several members of the team who are not in other sports will continue to practice baseball during the winter months.

Opium Suppression  
Upsetting Hinghwa

*Social Consequences of the China Press*

Hinghwa, China, October 20.—For some time there has been considerable dissatisfaction between the people and the opium reform officials here owing to many acts of injustice on the part of the latter. The salaries of the opium reform officers are secured from a percentage of the fines imposed. Often fines have been imposed upon persons whom they knew were not opium smokers but who had some money which they coveted. Often innocent persons have been imprisoned and held until they paid a stipulated sum for their freedom.

Recently a merchant just recovering from an attack of illness was arrested on the charge of opium smoking. His fellow merchants prevented the officers taking him away. After securing additional help they returned and took the man by force. A crowd of merchants and others collected and pursued the officers, rescuing the captive merchant and handling the officers rather roughly.

The incident aroused the merchant class so that on Thursday most of the shops in the city were closed. Dissatisfied classes took this opportunity to collect a mob. They visited the magistrate's yamen but were prevented from destroying it by the soldiers. They wrecked the wine and tobacco tax station, burning the contents of the buildings. They then visited the salt tax station but were restrained from wrecking it. Several houses belonging to persons connected with the opium reform offices were wrecked. The mob numbered over 2,000.

The merchants have now been persuaded to open their shops and resume business. Measures are being taken to settle the disturbance.

## Famous Dutch Soprano Coming



The celebrated Dutch singer Marie Last (lyric soprano) will appear at the Olympic Theater next Saturday night in an excellently selected program, including songs by such

famous composers as Brahms, Grieg, Egel, etc. She possesses a very clear, sonorous and powerful voice and has appeared with great success in the principal cities in Europe.

Police Inquiry To  
Follow Shooting Of  
Sergt. 'Con' Hamilton

**Investment Concluded With Murder  
Verdict; Testimony Shows  
Both Bandits Used Pistols**

The inquest following the shooting of Sergeant "Con" Hamilton, who died in the course of duty last Wednesday night from the shots of a Chinese highwayman, was concluded by Coroner G. W. King yesterday, and it was stated that a Police inquiry into the affair will be made. It is said that a reward will be paid for the apprehension of the murderer, but without additional incentive the Force is straining every nerve to bring the assassin to justice.

Testimony brought out yesterday tends to establish the fact that both of the Chinese who were being searched at the time of the tragedy participated in the shooting. The Sikh Sergeants both testified to the fact and it was shown that empty cartridges of two different sizes were found on the road.

The verdict of the Coroner was that Sergt. Hamilton came to his death from hemorrhage and shock caused by two bullet wounds inflicted by an unknown Chinese, who was his murderer.

Mrs. Clara Smith, 40 Avenue Duball, was the first witness called at the resumption of the hearing and gave evidence throwing some light on the escape of the two Chinese. She was turning into Yates Road from Wei-haiwei Road in a ricksha at about 7.35 Wednesday night when she heard shots—not more than eight she thought. Her ricksha coolie turned round and drew up near the Chinese shops and timber yard. She saw flashes and then a man in Chinese clothes passed. He was not rushing away, but was crouching and apparently did not want to be seen. Another man in Chinese clothes went by holding his arms over his face and keeping his face averted. They were proceeding with a "quick, slinking movement." A Sikh with a revolver came up shortly afterward. Mrs. Smith said she proceeded further up the road toward Bubbling Well and saw Sergt. Hamilton, who was mounted in "Carriage, carriage." She rushed to the Waterworks shop on Bubbling Well Road and called the police station. Prior to coming up to Sergt. Hamilton, she said, she had seen no other policemen on the road.

Dr. R. J. Marshall told of being called from the Country Club by Mr. S. J. Deeks, Hamilton, who was mounted in "Carriage, carriage." She rushed to the Waterworks shop on Bubbling Well Road and called the police station. Prior to coming up to Sergt. Hamilton, she said, she had seen no other policemen on the road.

Two of the body wounds were in front.

"Were the wounds in front wounds of entry?" asked the Coroner.

"One was a wound of entry and one a wound of exit."

"These four wounds were made by two bullets?"

"The wound on the arm was on the inner side, just about the elbow, the bullet having travelled round the bone and was underneath the skin on the outside of the arm. The bullet was produced in court. It was found that the wound in the elbow exactly corresponded with the wound in the lower part of the abdomen and as the bullet was still in the arm it must have passed through the body first. The wound in the front of the chest was an entrance wound and the exit at the back, and the one in the abdomen an exit wound."

A bullet similar to that used by the police was handed to Dr. Marshall, who said it was quite impossible for a bullet like that to cause such a wound. He added that a bullet like that would cause a terrible wound.

Deceased was quite conscious, but made no statement as to how the shooting had happened.

Mr. Deeks, who lives at 2 Love

Lane, told of commandeering Mr. Benwell's motor and removing the wounded officer. Sergt. Hamilton had said, "They have got me, they have shot me to death," when placed in the car, he said. The witness did not remember seeing any Chinese police when he arrived on the scene. The Coroner praised Mr. Deeks' quick action.

Sikh Sergeants No. 192 and No. 242 both testified that both Chinese had fired. Det. Sergeant Sullivan stated that he had found both 32 and 38 caliber empty cartridges on the Yates Road.

The verdict was given and the Coroner ascertained from Inspector Merrison that a police inquiry was to be held.

"I think that that is very desirable," said the Coroner. "On that account I will not comment on the evidence that has been given in this court. I do not wish in any way to direct the Municipal Police on the conduct of that inquiry. That is entirely outside my province, but in my opinion that inquiry should be addressed very particularly to the question of the escape of the man who committed this murder. I feel that it would be deplorable if officers of the Force are killed in the execution of their duty and the people responsible are not brought to justice. In saying this I must not be understood in any way to be criticising the Police Force."

"It is deeply to be regretted that Sergt. Hamilton died in this way in the course of his duty," he concluded. "It is always a satisfaction to think that a man has laid his life down in the course of his duty; man cannot do better, and it is comforting to those who are left behind. Our sympathy must go out to the relatives of the deceased and also to the Police Force at the loss of a very capable officer."

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## AMERICAN BUSINESS MEN PLEDGE THEIR ALL TO THE NATION

Chambers Of Commerce De-  
clare Government Can Fix  
Its Own Terms

IN FAVOR OF PRICE FIXING

Urge A Single Purchasing  
Board To Handle All  
War Buying

Atlantic City, N.J., September 21.  
—In the name of American business,  
the delegates to the war convention  
which has been in session here  
under the auspices of the Chamber  
of Commerce of the United States  
assured the Government that it  
could have them, their industries,  
their good-will, and all the rest of  
their possessions on its own terms  
and under its own conditions. They  
declared themselves in favor of  
price fixing by the Government not  
only for its own needs, but for those  
of the public, and for Government  
control of distribution to suit its  
understanding of the nation's needs.  
They promise no disturbance of  
labor conditions on their part during  
the critical period of war time and  
asked only for the co-operation of  
labor to declare a truce in industrial  
conflicts until the war is over, with  
Government arbitration of any dis-  
putes that might arise.  
The proposal which had been  
made on the floor of the convention  
that the Government be asked to fix  
the price of labor also was dis-  
approved by the Resolutions Com-  
mittee with the eventual agreement  
of its proponents, and in its place  
the committee merely asked that in  
dealing on a cost of production  
basis the manufacturer be allowed to  
present evidence to the Government  
authority in support of any claim  
that the cost of production had so  
altered as to make it advisable for  
him to ask for a higher price for  
his product. They urged also that  
the Government organize its in-  
dustrial-military side so, that a  
single central purchasing board  
should handle all war buying.  
**Full Support to Government**  
The first resolution proposed  
when the convention assembled this  
morning was one of the most re-  
markable ever passed by an assem-  
blage of business men. As adopted  
unanimously, it reads:  
"The people of the United States,  
in defense of the Republic and the  
principles upon which this nation  
was founded, are now taking their  
part in the world war with no lust  
for power and no thought of finan-  
cial or territorial gain.  
"The issues at stake in this  
stupendous struggle involve the  
moral ideals and conception of jus-  
tice and liberty for which our fore-  
fathers fought, the protection of the

innocent and helpless the sanctity  
of womanhood and home, freedom  
of opportunity for all men and the  
assurance of the safety of civiliza-  
tion and progress to all nations great  
and small.

Speed of production and the  
mobilization of all our national  
power mean the saving of human  
life, an earlier ending of the designs  
of autocracy and militarism and the  
return to the peoples of the earth  
of peace and happiness.

"Undismayed at the prospect of  
great taxes, facing the consumption  
of its accumulated savings, American  
business without hesitation pledges  
our Government its full and un-  
qualified support in the prosecution  
of the war until Prussianism is  
utterly destroyed."

"Assembled on the call of the  
Chamber of Commerce of the  
United States and representing more  
than half a million business men  
and every industry in every State in  
the union, this convention promises  
to our people that business will do  
all in its power to prevent waste of  
men and material and will dedicate  
to the nation every facility it has  
developed and every financial re-  
source it commands on such terms  
and under such circumstances as  
our Government shall determine to  
be just."

This was the first of twenty-three  
resolutions, the residue of more than  
a hundred which had been proposed  
on the floor of the convention or  
privately. Under the chairmanship  
of Elmer J. Bliss, of Boston, the  
Resolutions Committee, consisting of  
Ernest T. Trigg, of Philadelphia;  
P. H. Gadsden, of Charleston; Dr.  
Norman Bridge, of Los Angeles;  
Bishop Thomas F. Gallor, of Mem-  
phis; E. T. Meredith, of Des Moines;  
Ernest Lee Jancke, of New Orleans;  
Thomas B. Stearns, of Denver, and  
W. D. Buchanan, of Chicago, sat  
nearly all night in consideration of  
them, and some of the proposals  
were eliminated, and others pushed  
aside in favor of similar motions  
which covered practically the same  
ground in better form. Besides the  
twenty-three adopted there were a  
few formal votes of thanks, and a  
group of other proposals which the  
convention voted to refer to the  
Board of Directors of the Chamber  
of Commerce of the United States.  
**For a Board to Fix Prices**

Next to the general pledge to the  
Government, the most important  
resolution was the second, which  
read, in part:

"It is not to be expected that the  
powers delegated by the people in  
times of peace will enable the Gov-  
ernment to meet the problems of war."

"It is the spirit of American busi-  
ness that, however fundamental may  
be the change in the relation of  
Government to business, the Govern-  
ment should have the power during  
the period of the war to control  
prices and the distribution of pro-  
duction for public and private needs  
to whatever extent may be neces-  
sary for our great national purpose."

"Be it resolved by the repre-  
sentatives of American Business met  
in War Convention, that all war  
buying should be assembled under

the control of one board or ex-  
ecutive department; and

"Be it further resolved, that war  
supply board or department should  
be given full power to procure war  
supplies to the best advantage to  
the Government as to price, quality,  
and delivery, and in a way to main-  
tain essential industrial life without  
disturbing social and economic con-  
ditions, including the power to fix  
prices not only to the Government  
but to the public on essential pro-  
ducts, and to distribute output in a  
manner to promote the national de-  
fense and the maintenance of our  
industrial structure."

This proposal is one which the  
members of the chamber, particu-  
larly those of them who have had  
occasion to do war business in  
Washington, feel most strongly is  
essential to the efficient prosecution  
of the war; and while there is  
variance of opinion as to the reasons  
for the present confusion, nearly  
everybody is agreed that centralisa-  
tion is the obvious remedy.

Another resolution recommended  
that the United States Govern-

ment, through its proper depart-  
ments, take whatever action may be  
necessary to keep at parity the  
American dollar in every country in  
the world. Bankers who belong to  
the convention expressed confidence  
that the Administration had several  
measures which it was likely to  
bring into action to effect this pur-  
pose, including the restriction of the  
export of gold unless actual trade  
reasons required it, and possibly  
some action to curtail activities of  
neutral firms in trading on Ameri-  
can exchange to the possible  
ultimate benefit of the enemy. The  
present conditions as set forth in  
the preamble to the resolution were  
as follows:

"The foreign trade of the United  
States for the last fiscal year shows  
a balance in favor of this country  
of nearly \$4,000,000,000, and loans  
to our allies greatly exceed our  
"favorable balance of trade."

"The continuance of any set of  
conditions which tend to curtail im-  
ports because imports represent the

(Continued on Page 8)

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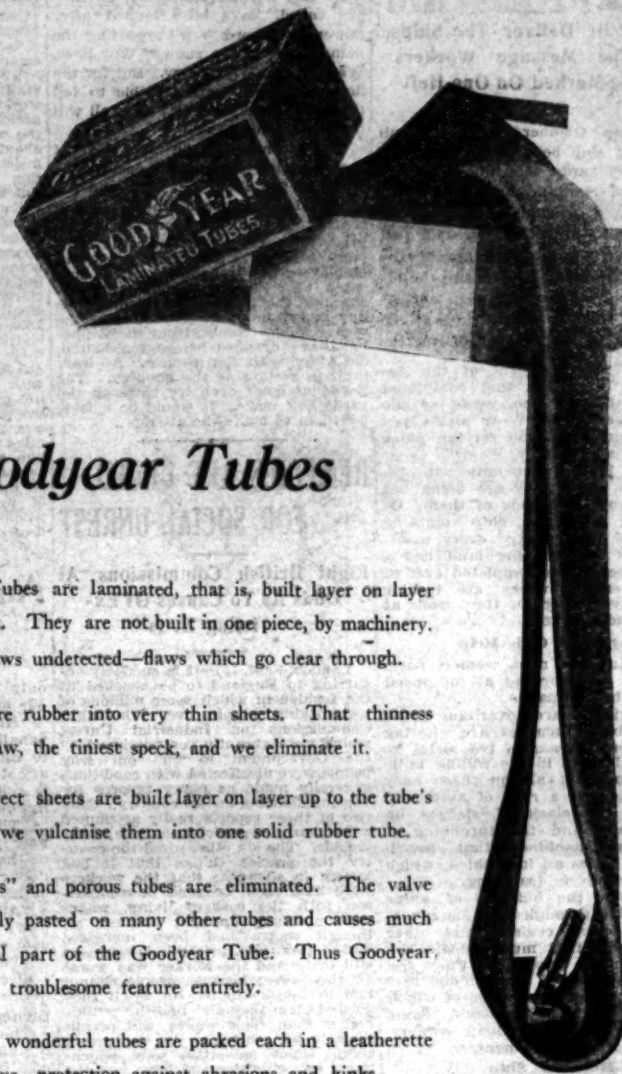
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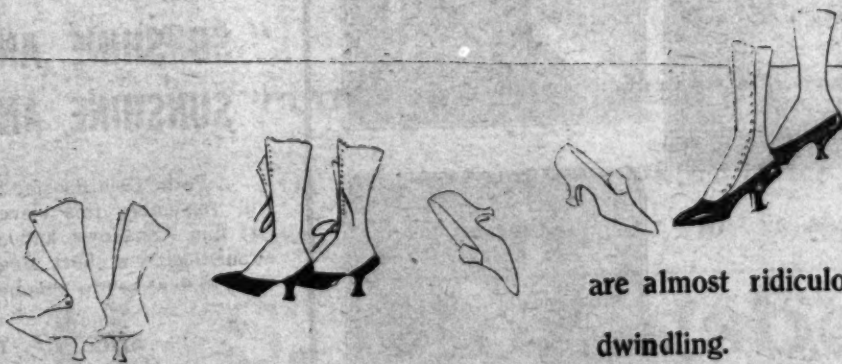
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## ENGLISH SHIPYARDS ROAR WITH ACTION

**'We Will Deliver The Ships,  
Is The Message Workers  
Have Marked On One Hull**

Glasgow, October 1.—On the hull of a big ship being built in one of the many yards that line the river banks of Scotland and North-west England a workman has written with chalk, in bold letters six feet high, five words that express the determination of British ship builders to "do their bit" toward defeating the German submarines. The five words are: "We will deliver the ships."

A staff correspondent of the Associated Press has just completed a trip through the yards of the rivers Tees, Tyne, Wear and Clyde as the guest of the foreign office and the admiralty.

Great Britain not only will deliver the ships, they are being delivered now, hundreds of them. Of the four principal ship building rivers of the country every available foot of adjoining land has a ship more or less completed over it. Nearby engine works are turning out motive power for the vessels at a tremendous rate.

### Even Boys And Girls Help

Ship builders, men, women, boys, girls, all are working at top speed to beat the Germans.

The rivers are overhung with smoke, blast furnaces are glowing everywhere, streaks of red metal go back and forth in the rolling mills and through it all on these busy rivers there is a roar of automatic riveters, the clash of sledges on steel plates and the throbbing of ponderous machines that punch holes in plates an inch thick, which at times truly is deafening.

Just now the builders of ships are rushing through work on countless destroyers, cruisers and other naval ships that must remain for the present as mysteries. They, too, are working at a tremendous rate completing merchant ships of which there appear to be hundreds. Some are being built for private owners, some for the government.

### Standard Merchant Ships

Especially fast work is being done on the merchant ships as the government and the builders are anxious to increase their tonnage by building standard vessels of which many are even now under construction, many having been launched. These standard ships, builders agree, will greatly enlarge the output of tonnage. In the first place, it was pointed out construction has been greatly simplified as all parts of hulls, engines and all parts have been standardised and may be used where first needed. Heretofore thirty-five sizes of steel sections

were used in building an ordinary ship. The standardisation process has reduced this number to eight.

### Ships Bear Flower Names

So far, all the standards, as they are called, have been named after flowers, the word "war" preceding the name of the flower, such as War Rose, War Thistle, War Poppy. But for the name it would be impossible to tell that they are standards. They all will be well armed.

The Germans in the early days of the war tried their best to destroy the yards of the Tees, the Tyne and the Wear. In one shop behind a mass of roaring machinery there is a big brass plate, placed there by the company in honor of more than a score of employees who were killed on the spot when a Zeppelin bomb crashed through the roof and exploded. On any river they will point out to the visitor where bombs from the Zeppelins have dropped before the British did away with the menace. At least in that section of the country. The Zeppelins don't even try to reach the yards any more. It would be suicide for them to make the attempt.

## REMEDIES ARE URGED FOR SOCIAL UNREST

**Eight British Commissions At  
Odds As To Causes Of Ex-  
isting Evils**

London, Sept. 15.—It is suddenly occurring to England to be shocked at the fashion in which some millions of its working people live. The eight commissions on industrial unrest which were recently commissioned by the government to find out why people were disaffected with conditions generally made as many reports for various districts in the country. Only two of these reports really attempted more than a superficial analysis of the trouble. The six others told the country the precise things that it had known in advance; that the workers were disaffected because, in comparison with the cost of living, wages were not high enough; because, although wages had been increased during war time, prices had increased still more and the worker was worse off than ever; because people cannot find fit houses to live in, or if they do find them they also find the rentals higher than their wages will permit them to pay; because the workers in recent times have had some educational opportunities and have had the eyes of their imagination opened to the possibilities of a better life.

Two of the district reports, however, went into some detail and attempted to present the case of the workers in the form of something like an appeal to the national conscience. They described the conditions under which people in some of the mining and industrial districts live; told about the ugly villages and impossible homes where the people dwell, shut in from all except the most casual and frequently the most accidental knowledge of the world outside. They told of how political agitators, commonly re-

ferred to as "demagogues" and "unscrupulous adventurers," had been giving these people new theories about the relations between labor and capital, explaining to them that labor after all is the backbone of the world's producing capacity and is entitled to a larger share of its product than it commonly gets.

These two district reports were really arguments in favor of the workers' demands, almost for the nation's recognition of the justice of the workingmen's claims and to set about ameliorating their condition; insisting that unless such amelioration be accomplished more serious times lay not far ahead.

Some of the descriptions of conditions in the industrial and mining areas might be fitted, with hardly the change of a word or phrase, to similar areas in America. In the whole mining district of South Wales it is declared that there is not one municipally supported public library available to the people. The schools are bad and the parents too poor to keep their children in school longer than is absolutely necessary to avoid conflict with the law. The houses are built in most cases on land absolutely worthless for any other purpose; frequently on hillside terraces, where the mine dumps are liable to slip down like avalanches upon them; in other regions they occupy bits of unclaimed marsh land from which the germs of malaria constantly arise to the wholesale ruin of the community's health.

## American Business Men Pledge All

(Continued from Page 7)

only form of cash payment which our entire foreign trade is yielding.

"High foreign exchange premiums penalize imports and tend indirectly to increase the enormous inflationary debit balance which the nation is rolling up against in the future in the form of foreign loans."

"The advances to our allies are now proving a boomerang leading to the depreciation of the American dollar in foreign markets, because of lack of governmental regulation."

"All our allies are now taking every step necessary to protect their own currencies abroad."

"The American dollar is now at a discount of from 3 to 20 per cent in neutral foreign countries."

### Invites Labor's Co-operation

The resolutions which expressed the views of the convention in favor of a truce between capital and labor for the period of the war were carefully phrased to avoid any appearance of attempting to put labor in a wrong position. The speech of Secretary of Labor William B. Wilson, who told the convention that this was no time for capital to break down labor standards achieved in time of peace, nor for unionists to use the necessity of immediate production to enforce demands which they had been unable to win under normal conditions; and the statements of the Committee on

Labor of the Council of National Defense to the same effect furnished the text for a declaration that "the principle that during the present emergency employers and employees in private industries should not attempt to change the standards which they are unable to change under normal conditions is endorsed by the Chamber of Commerce of the United States as the necessary basis for maximum production while the country is at war."

"We recommend," said a further resolution, "the creation of a Federal board to be constituted equally of representatives of employers, employees, and the Government, to which shall be referred all major disputes between employers and employees during the war. We affirm that during the adjustment of such disputes there should be no interruption of production by lock-out, strike, or other causes within the control of employer or employee, and that the decisions of the board shall be accepted as binding on both parties. To this end we invite the co-operation of labor and pledge our own efforts."

Another most important development, which is only beginning—a very promising start has been made in some industries already—was the recommendation that every industry organize a war committee of its leading men to co-operate directly with the Government in finding a way to meet every demand that the Government makes on industry.

The Webb-Pomerene bill authorizing combinations of American exporters to trade with the Senate Committee on Interstate Commerce, was endorsed most vigorously, and a resolution was adopted asking the committee to report it out and give the Senate a chance to vote on it before adjournment of the present session in order that business might have an opportunity to prepare for the exceptionally difficult struggles that it would have to face in foreign competition after the war. This bill was one of the most prominent features of the discussions of foreign trade which occupied most of the third day of the session, nearly every speaker advocating it strongly.

The only resolution on which there was any discussion was that recommending that Congress enact legislation giving to the Shipping Board power to suspend for the duration of the war the provisions of the law which keep foreign vessels out of the coastwise trade. Practically all the delegates were in favor of letting foreign ships into the coastwise trade in general, as had been evidenced from the discussions in which this topic came up; but M. F. Backus of the Seattle Chamber of Commerce called attention to the fact that the House Committee discussing this provision had only yesterday decided that the restrictions should remain in force with

regard to Alaska. He argued in favor of inserting this in the resolution, but by a vote of 119 to 84 the convention decided to let the resolution stand with mention of Alaska omitted.

Another resolution extended the most cordial greetings to Russia, from which cheering news had been brought on the day before by Charles H. Boynton, President of the American-Russian Chamber of Commerce.

Recommendation was made that the War Tax bill be amended so that the total tax, when above a certain amount, be payable in quarterly installments instead of the proposed annual lump sum, "which has often been a great burden and inconvenience to individuals, firms, and corporations, and bids fair in the future to be a disturbing influence to the banking business of the country."

Other resolutions urged the busi-

ness men of the country to continue their efforts in behalf of future Liberty loans, with an especial recommendation to employers to aid their employees in the purchase of bonds; endorsed the Calder bill for daylight saving; denounced profiteering "by producer, distributor, laborer, or manufacturer;" recommended improvement of roads; approved of universal military training as a permanent measure of national defense; urged that efforts be made to persuade resident aliens "to take their stand upon an equality with our citizens for the defense of the United States by making application for citizenship papers;" commended the work of the Federal Employment Service of the Department of Labor; urged "a vast and immediate increase" in the number of American ships, and appealed for the co-operation of railroad employees in getting as much as possible out of available

railroad facilities; and urged every constituent body of the chamber to call a "war meeting" of its members before November 1 to spread the lessons which had been learned by the convention.

Resolutions recommended to the Board of Directors of the Chamber with power to act provided for the appointment of a committee of seven to co-operate with the Commissioner of Internal Revenue on regulations for the collection of the new war taxes and to study their effect and that in view of the fact that "the present days of full employment of labor must sometime give way to a period of depression and that the evils and hardships of unemployment and underemployment eat into the very roots of social health," the Chamber study the problem of employment and advise its members what steps they and the City, State, and Federal Government might take to be prepared against the next industrial depression.

APART FROM A FEW LINES, THERE ARE NO STANDARDS OF QUALITY FOR

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## MAGIC GROWTH OF CHEMICAL INDUSTRY

\$65,000,000 Contributed in Eight  
Months For Manufac-  
tures In U. S.

New York, September 23.—Never was necessity more the mother of invention than that shown in the chemical industry in this country since the beginning of the war, and now that the United States is a participant, with chemical needs multiplied many times over, even more extraordinary results are expected. Last month more than \$13,000,000 of new capital was authorized for enterprises for the manufacture of chemicals, drugs, and dye stuffs. In July the amount reported was \$10,215,000. In these figures only companies with capital of \$50,000 and over are included. Since January, 1915, the total new industrial investment in chemicals, dye stuffs, and drugs amounts to \$230,670,000. Of this, \$65,861,000 has been contributed in the first eight months of 1917.

Fumes from coke ovens, that went to waste in this country before the war, now are converted into valuable war products, such as toluol, and benzol and naphthaline, by methods improved by American ingenuity. New towns, growing like mining camps at the time of a big strike, have sprung up. The tables have been turned on Germany. The stopping of shipment of chemicals made there, instead of starving industries in this country dependent on them, as Germany expected, has forced the United States to manufacture chemicals which will now aid powerfully in our war against Germany.

At many points of attack Germany will encounter the skill of American chemists—on the battle front in France, in the air, under the water. Chemistry is a factor of increasing importance. Hundreds of Americans are at work on important unsolved problems in that field. Among these are neutralising agents for poisonous gases; methods of guarding submarines against internal explosions; optical glass for range finders; non-corrosive alloys for guns and submarines; fuel substitutes and combinations; and medicines formerly imported which must be produced on short notice. Chemist engineers are working literally night and day to discover materials which have be-

come scarce or to find their substitutes.

"There is hardly a phase of modern warfare into which progress in chemistry does not enter as a factor of importance, from shells and munitions to the soldiers' clothing," said Dr. Charles E. Ruth, Secretary of the American Chemical Society, from whom the above figures were obtained. "The American chemical is fighting the battles of democracy just as effectively as the soldier at the battle front. It is quiet work, in some isolated laboratory, and the public hears less of it, probably, than of almost anything that is being done in this war. The American chemist, with the aid of the financier, has accomplished within the last two years, in developing an industry, what it took Germany forty years to attain. Much has yet to be done permanently to place this country in a condition of chemical self-sufficiency, but we are now in good shape to take care of any problems that arise as to war needs and to hold and to extend after the war the ground we have gained in foreign markets since Germany was cut off from that trade."

"We base this expectation on what has already been done. The dye industry is only one instance, but it indicates in its way what has been achieved in others. In the early days of the European war our textile manufacturers could get only limited quantities of dyestuffs, if any, and threatened to close their mills or supply undyed goods. The public remembers well that scare. Today we have a dyestuff industry producing colors in sufficient quantity for all our needs, though not in a large or varied assortment. But time will place our nation on a better footing in this respect."

"Take an individual illustration of growth: Out in Cincinnati a firm had long been producing a few colors, mostly blacks and blues. For forty weeks now this same company has created a new dyestuff each week; also it has increased its capacity six times over its output before the war. In the early days of 1915 there were only seven companies actually producing colors in this country; now there are more than 100 making colors, intermediate or crude. Four or five companies made vegetable dyes and there are now nineteen. Since 1914 almost all manufacturers of coke have equipped their retort ovens with recovery apparatus to obtain the benzol, toluol, xylo, and naphthaline, or, as in the case of the larger steel companies, have installed the newer forms of by-product coke ovens."

"Synthetic indigo is one of our most recent additions. Until the world got this compound we were wholly dependent on the natural

product grown in the fields of India. It required forty-one years of scientific research for European chemists to determine the constitution of indigo, and seven years for the industrial development of the process. It took German chemists seven years to develop indigo industrially. We have done it in less than one-third of the time. It must be remembered that our chemists had no industrial data to work upon, but only data on the first forty-one years of scientific research. The secrets of the commercial development in Germany were carefully guarded by patents."

"In its new development the chemical industry has profited by modern lessons in efficiency. It is noteworthy that new plants have been built at the source of supplies, frequently on the plain or in the wilderness. Around the first industry others gathered, so that a flourishing town appeared. In several instances sleeping villages have found themselves the center of great industrial activity. Potash, the material used in so many industries and the famine in which caused the chemical industry in the United States to seize every possible source, elevated a mere railroad siding in Nebraska to the full-fledged town of Homestead, and Antioch, in Nebraska, also is coming into undreamed of prosperity as a potash center. Maryvale, Utah, is on the map through chemical development of the native rock now furnishing potash at about \$500 a ton. Formerly the rock was held to be worthless."

"All the progress in chemistry since the war will be exemplified at the National Exposition of Chemical Industries at the Grand Central Palace in New York City, beginning tomorrow. It will be the largest and most complete exhibition of these industries ever held, and more chemists will be assembled here than ever before were gathered together—say 14,000. The American Chemical Society, the American Electrochemical Society and the American Institute of Chemical Engineers are among the organizations co-operating in this presentation of chemistry's advance. There will be conferences of national importance. Members of the Council of National Defense, at Washington, will attend some of the conferences when problems directly related to war production will be discussed. It will be study of the effort to make the world safe for democracy from the scientific viewpoint. The advantage that will result from this exchange and sifting out of ideas can hardly be estimated. This is our first war exposition and we expect it to have a popular appeal much stronger than that won by the previous ones."

## BRITISH SOLDIERS DISLIKE THEIR ARMOR

Tin Hat Held As A Bonnet For  
Cowards—Many Lives Saved  
By Inventions

London, October 1.—English, Canadian, Australian—still refuses to gird himself with armor, although several inventors have perfected shields capable of deflecting bullets, shrapnel and small shell fragments. It is the story over again of the tin hat which the soldiers first sneered at as a bonnet made for cowards.

Secretly, thousands of men want body armor, protective visors for their eyes and every other sort of safeguard that inventive ingenuity can devise. A soldier of unquestioned bravery will admit confidentially that the only reason he refuses to buy the stuff for himself is that he would be ashamed to wear armor while other fellows can't afford to buy it.

Some officers of great value to the army have the courage to wear shields, not to spare themselves suffering, but to safe-guard their services to the forces.

Armor has its faults. It is heavy and expensive and its manufacture in great quantities would divert the energies of a great number of skilled workmen now making other war materials. But the severest tests have shown that many lives could be saved and many hospital cases averted by protective plates.

The case of the tin hat showed how gratefully the army takes to

every innovation of practical value in saving lives. The helmet by now has prevented head wounds by the thousand, many of which would have been fatal. For good measure the curved brim has warded off many shoulder or body wounds by deflecting shrapnel pellets and shell fragments. Dozens of battered helmets, pierced by bullets and chunks of metal, may be seen rusting in the shells holes after an advance but the inventors never claimed the hat would stop everything.

If the Army Council ever decides to adopt armor for the men there is no question that the men will wear it, though reluctantly at first. Dr. C. W. Saleeby, inventor of the helmet, may again become the Tommy's friend if the council takes this step. He recently submitted a sharpnel-proof jacket which has passed several tests.

Another inventor got around the weight difficulty by making a filter shield. This is something like a wartime sea-passenger's life-belt, stuff ed with light flexible material. A machine-gun bullet may pierce the hide of the jacket and raise a painful welt on the wearer's chest but tests show that the bullet gets stuck in the fiber and does not go through. The designers recognise the importance of shielding the lower portions of the body.

No inventor has yet been able to make a mask or visor strong enough to protect the face and eyes against a bullet at short range. The chain visor of fine steel meshes, slightly distended just before the eye-balls, has been more satisfactory than any of the others. It will fend off small shell fragments and chunks of hand grenade, however, and these missiles have caused many cases of total blindness in three years of war.

## WEAK, ILL & MISERABLE WITH KIDNEY

### AND BLADDER TROUBLE



The person with kidney and bladder trouble hardly knows what it is to be without a backache or headache, or to enjoy a good night's sleep.

They cannot stoop, they cannot walk far, the least exertion brings on a heavy, dragging pain in the loins and sides.

Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

Kidney and bladder troubles are indeed hard to bear. They make life a misery, and endanger the health of the whole system, for when the kidneys are ill they cannot filter the kidney poisons out of the blood.

Doan's Backache Kidney Pills are a special kidney and bladder medicine, for men as well as women. They heal the kidneys and gently help them to take out the urinary poisons which make so many men and women weak, ill and miserable.

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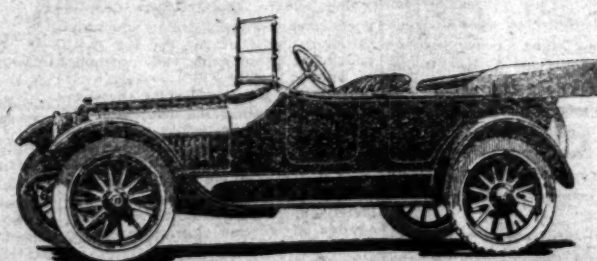
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## The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

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## MARRIAGE

SEARS-BETTES: On October 27, 1917, at Tsingtao, George J. Sears, son of the Rev. and Mrs. Wm. H. Sears, of Pingtu, Shantung, China, to Grace Howard, daughter of the late Mrs. Stockwell Bettes of Springfield, Mass., U.S.A. 15653

## DEATH

AZEVEDO: Died at the General Hospital, on October 27, 1917, Saturnina, daughter of Lucio and Elisa Azevedo, aged 18. Funeral takes place today, leaving the Church of the Sacred Heart, Nanjing Road at 3 p.m. for the Bubbling Well Cemetery. Friends are invited to attend. 15657

## Harden Forecast Wilson's Note To Pope

German Editor On Eve Of America's Entrance In War Told Countrymen World Couldn't Trust Them

There is one man in the German Empire in whose breast President Wilson's reply to the Pope's peace message did not arouse the "holy wrath" that has been expressed by the German press generally. That man is Maximilian Harden, editor of Die Zukunft, who on the eve of America's entrance into the war sounded a remarkable warning to his Government and people. In brusque fashion he told them exactly what President Wilson said in the note to the Pope: That the world does not trust Germany. On this page today we also print a peace discussion from the pen of H. G. Wells, the gifted author of "Mr. Britling Sees It Through." Wells stands as high in Britain as Harden does in Germany. It will be of interest to contrast their views. Then, if you feel inspired, write your own views and send them to THE CHINA PRESS. Here's the Harden article:

By Maximilian Harden  
(Editor of Die Zukunft, now permanently suppressed by the German Government)

In Gustave Hervé's La Victoire I found this letter written by a French workingwoman:

"There must be no talk of peace now. You, monsieur, believe that the peasants and the women are for it? Some one who has no children must have told you that. I have lost a brother, who was 25, and my husband went out on the first day of the mobilisation. He is at the front, at the real front, where they are fighting, and ever since he left we have been cold and hungry."

"Peace would bring us money again at last. But we do not want it. We are workers and we have children. Peace now? Be sure in ten or fifteen years our children would have to go to war. My husband has his nose full of war, but he will fight until Germany is beaten and must make a peace that will relieve us of our concern for the young ones."

"My husband is not the only one; all the men at the front, he says, think the same way. Sometimes they sow and murmur, but whoever thinks that we will cry for peace is a fool."

When the newspapers said that there was talk of peace my neighbor, who has three children, said it sounded as if the boches were whistling at us. And the more talk there is the more foolish it sounds. And people who have learned something men like M. Sembat and M. Thomas, are taking it seriously! It must be because they have no children, or if they have they do not care for them; else how could they wish peace for themselves when they know their young ones must go again to war some day?

"Do not worry! The men who have children and the women who are having to replace the father of the family will hold out as long as they must, another year or even two, so the little ones when they are grown will not have to go through this."

Did M. Hervé write this himself, carefully inserting the mistakes in French orthography which are to testify to its genuineness? It matters not. To me it seems that this letter correctly voices the sentiment of the hostile nations. The plain man who by intuitive leaning or drill has accustomed himself to the logic of socialism is not fighting in order to avenge wrongs, which he sees not only abroad but at home as well, in thick swarms; not for the freedom of small States, nor for the principle of national independence.

Germany Is Distrusted  
Alsace-Lorraine and Poland, Courland and Flanders, Trentino and Trieste, Belgrade and Brie, are but names to him, the words "sanction" and "reparation" merely sound and smoke. He wants to see the end of the horror which too long has been torturing and tormenting him, and the hope that this end will be achieved in this war steals the weary one in new strength of resistance. He does not believe all that is printed, this man of the street, but he swears piously by the legend of German lust of conquest. (Do you wonder? Is it not reported

every day what our fanatics "must have" for Germany?) He does not trust us across the way!

The peasant, the mechanic, the laborer, all are convinced that the Germans would begin again if they got away with their skins. These people are ashamed to shift to the young shoulders of their home brood the burden under which they are staggering.

They prefer a terrible end to endless terror.

"With the blunt pickaxe of the written or spoken word you can never root out belief or superstition. To the swarm of Britons, French, Italians, it will have to be proved that Germany wants security of peace, limitation of armaments in army and navy. Then and then only will the masses in the lands of parliamentarism and democracy force the first word of the message, which thus far, with their consent, their Governments have refused."

"None of the fourteen countries dragged into the maelstrom needs anything that is indispensable to another. The greatest aim of the war, the only great one left, is the organization of peace, the will to adopt sensible and honorable limitation of armaments, and the replacement of the rusty system of force by the pillars and cupolas of right, stretching heavenward. Once the road to that goal is clear even England's new master must agree to a proposal of negotiations by the Entente. Blunt rejection, precluding all supplementary exchanges, would be an unpardonable crime."

This I wrote three weeks ago. The proclamation of the borderless, headless kingdom of Poland and the deportation of Belgian workmen poured oil upon our foes' stubbornness. A far-sighted policy would have sent a different advance guard to herald a peace plea!

But to quibble about that today is useless. Important only is the question what is to be done now. "Nothing," howls Scorn; "we have already gone too far and have earned only mockery." Only a drunken conscience can be lulled to sleep by such claptrap. New slaughter is promised—slaughter that will make all the horror of the Somme and the Meuse a skirmish in memory; mountains of shells are to spit volcanoes of fire. The enemy has announced it; and from the lips of the German supreme commander comes the word: "We will be ready!"

Europe is to lose at least one million men more and the decision perhaps will remain nevertheless as remote as after Tannenberg, and all the blood baths in the west.

## Nations Cannot Be Crushed

Does honor command us to wait mutely for this senseless horror and to muzzle the mind that might check it? Does a phantom that is not even good for a scarecrow command?

At the present rate "honor" seems destined to be but a battered coat of arms adorning the funeral procession of the white race. Obtainable peace should not be delayed a single day.

Adequate indemnity is no longer possible. All have given up hope of it. Each month widens the cleavage between the sacrifices and the results that luck might bring. The dread of war is minimised by the fear of peace in the high places. But is it so with the feelings and the will of the peoples?

Nay! To the peoples there dawns out of the storm and rain the sinister feeling that victory must give birth to new war and that before a final decisive victory could be won the misery which today engulfs a group of nations would have clutched the whole hemisphere in its grip and choked it dead.

Nations—the Balkan jungle teaches this—cannot be crushed; buried as dead they rise from their tombs and prepare for new combat to conquer breathing space.

If the wishes of our ultra-fanatical patriots—wishes foreign to statesmen—

(Continued on Page 13)

## The Essentials Of Peace By H. G. Wells

(The New Republic)

The international situation at the present time is beyond question the most wonderful that the world has ever seen. There is not a country in which the great majority of sensible people is not passionately desirous of peace, of an enduring peace, and—the war goes on. The conditions of peace can now be stated in general terms that are as acceptable to a reasonable man in Berlin as they are to a reasonable man in Paris or London or Petrograd or Constantinople. There are to be no conquests, no domination of recalcitrant populations, no bitter insistence upon vindictive penalties, and there must be something in the nature of a world-wide League of Nations to keep the peace securely in future, to "make the world safe for democracy," and maintain international justice. To that the general mind of the world has come today.

Why then does the waste and killing go on? Why is not the Peace Conference sitting now?

Manifestly because a small minority of people in positions of peculiar advantage, in positions of trust and authority, prevent or delay its assembling.

The answer which seems to suffice in all the Allied countries is that the German Imperial government, that the German Imperial government alone, stands in the way, that its tradition is incurably a tradition of conquest and aggression, that until German militarism is overthrown, etc. Few people in the Allied countries will dispute that that is broadly true. But is it the whole and complete truth? Is there nothing more to be done on our side? Let us put a question that goes to the very heart of the problem. Why does the great mass of the German people still cling to its incurably belligerent government?

The answer to that question is not overwhelmingly difficult. The German people sticks to its militarist imperialism as Mæzeppa stuck to his horse; because it is bound to it and the wolves pursue. The attentive student of the home and foreign propaganda literature of the German government will realise that the case made by German imperialism, the main argument by which it sticks to power is this, that the Allied governments are also imperialist, that they also aim at conquest and aggression, that for Germany the choice is world empire or down fall and utter ruin. This is the argument that holds the German people stiffly united. For most men in most countries it would be a convincing argument, strong enough to override considerations of right and wrong. I find that I myself am of this way of thinking, that whether England has done right or wrong in the past—and I have sometimes criticised my country very bitterly—I will not endure the prospect of seeing her at the foot of some victorious foreign nation. Neither will any German who matters. Very few people would respect a German who would.

But the case for the Allies is that this great argument by which, and by which alone, the German Imperial government keeps its grip upon the German people at the present time and keeps them facing their enemies, is untrue. The Allies declare that they do not want to destroy the German people; they do not want to cripple the German people; they want merely to see certain gaping wounds inflicted by Germany repaired and beyond that reasonable requirement they want nothing but to be assured, completely assured, absolutely assured, against any further aggression on the part of Germany.

Is that true? Our leaders say so and we believe them. And if it is

true have the statesmen of the Allies made it as transparently and convincingly clear to the German people as possible? That is one of the supreme questions of the present time. We cannot too earnestly examine it. Because in the answer to it lies the reason why so many men were killed yesterday on the eastern and western fronts, so many ships sunk, so much property destroyed, so much human energy wasted for ever upon mere destruction, and why tomorrow and the next day and the day after—through many months yet perhaps—the same killing and destroying must still go on.

In many respects this war has been an amazing display of human inadaptability. The military history of the war has still to be written, the grim story of machinery misunderstood, improvements resisted, antiquated methods persisted in, but the broad facts are already before the public mind. After three years of war the air offensive, which is the only possible decisive blow to strike, is still merely talked of. And at least equally remarkable is the dragging inadaptability of European statescraft. Everywhere the failure of ministers and statesmen to rise to the urgent definite necessities of the present time is glaringly conspicuous. They seem to be incapable even of thinking how the war may be brought to an end. They seem incapable of that plain speaking to the world audience which alone can bring about a peace. They keep on with the tricks and feints of a departed age, with bureau politics. Both on the side of the Allies and on the side of the Germans the declarations of public policy remain childishly vague and disingenuous, childishly "diplomatic." They chaffer while civilisation bleeds to death. It was perhaps to be expected. Few, if any, men of over five and forty completely readjust themselves to changed conditions however novel and challenging the changes may be, and nearly all the leading figures in these affairs are elderly men, not only trained in a tradition of diplomatic ineffectiveness, but overworked and overstrained to a pitch of complete inelasticity. They go on as if it were still 1913. Could anything be more palpably shifty and unsatisfactory, more senile, more feebly artful, than the recent utterances of the German Chancellor? And on our own side—

Let us examine the three leading points about this peace business in which this jaded statescraft is most apparent.

Let the reader ask himself the following questions:

Does he know what the Allies mean to do with the problem of Central Africa? It is the clear common sense of the African situation that while these precious regions of raw material remain divided up between a number of competitive European imperialisms, each resolutely set upon the exploitation of its "possessions" to its own advantage and the disadvantage of the others there can be no permanent peace in the world. It is impossible. There can be permanent peace in the world only when tropical and sub-tropical Africa constitute a field free to the commercial enterprise of everyone, irrespective of nationality, when this is no longer an area of competition between nations. This is possible only under some supreme international control, a control in which each nation interested can exercise a share corresponding to its original possessions. It requires no special knowledge nor wisdom to see that. A schoolboy can see it. Anyone but a statesman absolutely flaccid with overstrain can see that. However difficult it may prove to work out in

detail such an international control must therefore be worked out. The manifest solution of the problem of the German colonies in Africa is neither to return them to her nor deprive her of them but to give her a share in the pooled general control of mid-Africa. So she can be deprived of all power for political mischief in Africa without humiliation or economic injury. So, too, we can head off—and in no other way can we head off—the power for evil, the power of developing quarrels, inherent in "imperialism" other than German.

But has the reader any assurance that this sane solution of the African problem has the support of the Allied governments? At best he has only a vague persuasion. And consider how the matter looks "over there." The German government assures the German people that the Allies intend to cut off Germany from the African supply of raw material. That would mean the practical destruction of German economic life. It is something far more vital to the mass of Germany than any question of Belgium or Alsace-Lorraine. It is one of the ideas most potent in nerving the overstrained German people to continue their fight. Why are we, and why are the German people, not given some definite assurance in this matter? Given reparation in Europe, is Germany to be allowed a fair share in the control and trade of a pooled and neutralised Central Africa? Sooner or later we must come to some such arrangement. Why not state it plainly now?

A second question is equally essential to any really permanent settlement and it is one upon which these eloquent but unsatisfactory mouthpieces of ours turn their backs with an equal resolution, and that is the fate of the Ottoman Empire. What in plain English are we up to there? Whatever happens, that Humpty Dumpty cannot be put back as it was before the war. The idea of the German Imperialist, the idea of our own little band of noisy but influential imperialist vulgarians, is evidently a game of grab, a perilous cutting up of these areas into jostling protectorates, and spheres of influence, from which either the Germans or the Allies (according to the side you are on) are to be viciously shut out. On such a basis this war is a war to the death. Neither Germany, France, Britain, Italy or Russia can live prosperously if its trade and enterprise are shut out from this cardinally important area. There is therefore no alternative, if we are to have a satisfactory permanent pacification of the world, but local self-development in these regions under honestly conceived international control of police and transit and trade. Let it be granted that that will be a difficult control to organise; none the less it has to be attempted. It has to be attempted because there is no other way of peace. But once that conception has been clearly formulated a second great motive why Germany should continue fighting will have gone.

The third great issue about which there is nothing but fog and uncertainty is the so-called "War after the War," the idea of a permanent economic alliance to prevent the economic recuperation of Germany. Upon that idea German imperialism in its frantic efforts to keep its people fighting, naturally puts the utmost stress. The threat of a War after the War robs the reasonable German of his last inducement to make peace. Shut out from all trade, unable to buy food, do as bad for Germany as war. He will argue naturally enough and reasonably enough that he may as well die fighting as starve. This is a far more vital issue to him than the Belgian issue or Poland or Alsace-Lorraine. Our statesmen waste their breath and slight our intelligence when these foreground questions are thrust in front of the really fundamental matters. But as the mass of sensible people in every country concerned, in Germany just as much as in France or Great Britain, know perfectly well, unimpeded trade is good for everyone except a few rich adventurers, and restricted trade destroys limitless wealth and welfare for mankind to make a few private fortunes or secure an advantage for some imperialist clique. We want an end to this economic strategy, we want an end to this plotting of governments against the welfare of their neighbors. In such offenses Germany has been the chief of sinners, but which among the belligerent nations can throw the first stone? Here again the way to the world's peace, the only way to enduring peace, lies through internationalism, through an international survey of commercial treaties, through an international control of interstate shipping and transport rates. Unless the Allied statesmen fail to understand the implications of their own general professions they mean that. But why do they not say it plainly? Why do they not about it so compactly and loudly that all Germany will hear and understand. Why do they justify imperialism to Germany? Why do they maintain a threatening ambiguity towards Germany on all these matters? By doing so they leave Germany no choice but a war of desperation. They underline and endorse the claim of German imperialism that this is war for bare existence. They unify the German people. They prolong the war.

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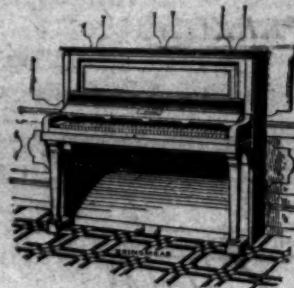
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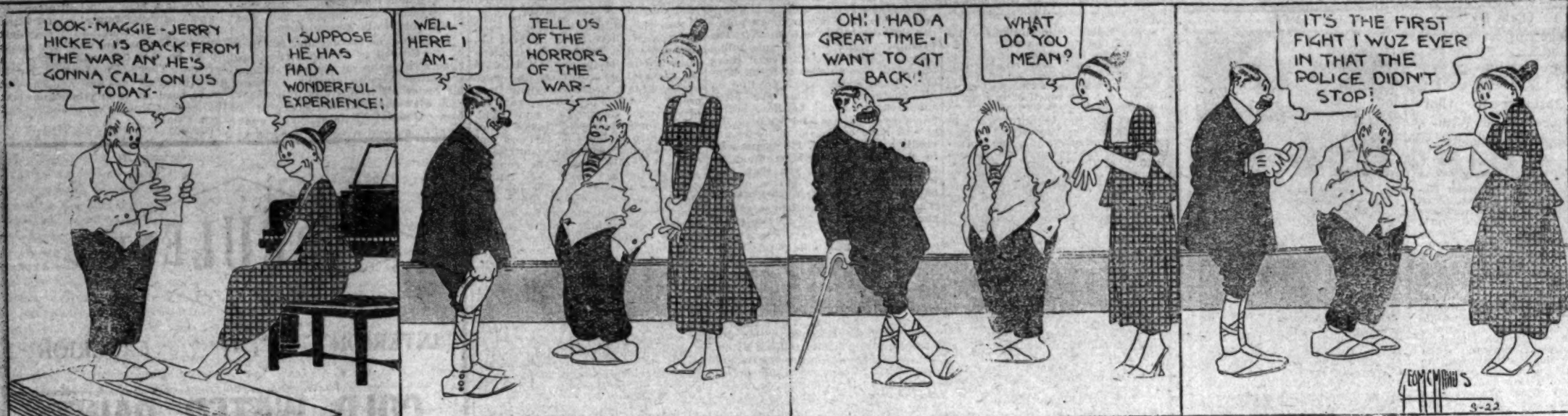
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## Bringing Up Father



By George McManus



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## How Did Men Get Their Colors?

Which Involves Another Question: Did The Human Kind  
All Spring From A Single Species, Or From  
Several Slightly Different Ones?

By Garrett P. Serviss

"How did the color distinction originate between the races? Was it through a natural division in the species of man, each originating from his own distinctive source and section, such as existed between the apes, or was it through a development of interbreeding, or sectional and climatic causes and differences?"—C. F. G.

You have got in your teeth the bone of contention between the "monogenists," who hold that the different races of mankind are only varieties originating from one common species, and the "polygenists," who believe that each of the principal races originated from a separate species. Just at present the monogenists, perhaps, have the upper hand in the opinion of the scientific world, but the famous remark of the judicious Sir Roger de Coverley that "there is much to be said on both sides" appears to be happily applicable in this case.

Of course, if the yellow, the white and the black race each sprang from its own independent root there is no difficulty in accounting for the existence of their distinctive colors. On the other hand, if all have been developed from a single source it is a nice problem to explain how they got their separate colors.

Science has traced man back a hundred thousand years, or more, but, unfortunately, the scanty remains of the earliest human types give us no direct information about the color of their skin, although we do get some hints from the shapes of their skulls and bones, which, taken in connection with present-day relationships of these things, seem to show that black races and white races may have been in existence even in those remote times.

One of the strongest arguments in favor of the view that there was only one original species of man is furnished by the general physiological principle that independent species of animals either cannot be crossed, or, in cases where they do

cross, fail to produce fertile offspring. Crossing is easy between the different races of man, and, moreover, the offspring appears to be almost, if not quite, invariably and permanently fertile, producing sub-races which combine, in varying proportions, the characteristics of the parents. The inference from these facts is that the existing races are specifically one, and not descended from originally different species.

In other words, they are merely varieties of a single species. But, if we grant that, what satisfactory explanation can we find for the origin of the different races? How did the one original species of man split up into several distinct varieties? The old answer to this question, as old as the time of Aristotle at least, was that climate, and associated natural influences, produced the difference between negroes and whites.

We can all of us, I suppose, remember when we used to read with conviction that the tropical sun blackened the Hottentot, while the relatively pale, cool daylight of the north gave the white races their delicate complexion. We then regarded the Prince of Morocco's remark in "The Merchant of Venice" that he bore on his face "the shadow of a lively of the burnished sun," as a poetical statement of a scientific fact. But this explanation becomes more than doubtful when we know that different African tribes, living in the same climate, show great differences of color, some being almost white, while, within historic times, no race has changed its distinctive color even when transported to a widely different climate.

Then, too, there is a certain amount of evidence from archaeology pointing, as already remarked, to the conclusion that black men and white men probably had their color marks at the earliest periods of pre-history.

Still, there are many leading investigators of this question who believe that the influences of environment have in some manner, by acting continuously through long ages,

brought about the observed distinctions between the races. Another question of curious, if not of very practical, interest then arises, viz.: What was the color of the original man? There is an old legend that Adam was red, based on the assumption that it was red earth (triturated "old red sandstone," perhaps) from which the Almighty moulded him; but Tabari, the Arabian theological historian, asserts that, when God wished to make Adam he instructed Gabriel to bring him a handful of every sort of clay—black, white, red, yellow, blue and every other kind. This was intended to explain how Adam's descendants became so many-colored. De Quatrefages, who championed the monogenist idea, found reasons for thinking that the first human species had a yellowish complexion and red hair.

After one has gone through all the arguments, on one side and the other, I think that the average unprejudiced inquirer will be disposed to withhold his decision, while waiting for more light. The phenomena of hybridism tend to shade the conclusion of specific unity, while, on the other hand, it seems to require no stretch of probability to suppose that man may have had several places of origin, under circumstances that impressed original racial differences upon him. Did continent have to wait upon continent when the whole planet was bursting with life forces eager for action, and the times were ripe?

## PROSE EPIC OF THE HUMAN

### Man-and-Woman Relation Theme

#### of Mary Johnston's New Book

Each of the nineteen chapters of Mary Johnston's new book, "The Wanderers" (Houghton Mifflin Company), is a love story after its own fashion. The book they make is a progressive epic of human love, of the man-and-woman relation, from the times of the tree-people and those of the cave-people down to the period of the greatest of French revolutions.

These stories by Miss Johnston begin, of course, without dates. As they get into periods of time which can be placed they exhibit, usually with tragic circumstance, the loves of Iltani and Sharrani, the King, in Babylon; of Glaucan and Myrina, in Athens; of Meranes, the satrap, and his Pearl of the Deep; of Zira and her long-lost Madhava, on the banks of the Jumna; of Valerian, the great General, and his Valeria, in Rome; of Alleda and Alarin, the Gothic pair; of the man and woman hermits, Dorotheus and Dorothea, in their desert martyrdom; of Gerbert, the music-maker, and Gersonde, the soothsayer, in old Normandy; of Tancred, the Prince, and Beatrice, pride of Lord Raymond, in the time of the Fourth Crusade; of Thekla and Eberhard, who meet in old Hauptberg, such time as Martin Luther preaches; of the woman who follows Richard Osmund, persecuted Quaker, in the England of 1654; finally, of Jean and Esperance, who come together to speak a doctrine to the Paris of the Revolution.

In such a scope of narrative "The Wanderers" comprehends many things: The turning of the woman from provider of the home into the homemaker, the birth of thought, the dawn of the property idea, the development of language, the rise of the marriage custom, the giving of the father's name to the child, the coming of a formal religion—these and other evolutionary making human progress. Toward the end of the book we read of the pointing of the way to Freedom for Woman as the equal of man. It is a great and a daring idea which lies behind the making of this book. More than the qualities of the excellent story-teller which we have long known Miss Johnston to be has been required for the carrying out of our author's purpose. Breadth of knowledge has been demanded even more than skill in the use of words; knowledge of the history of mankind, of peoples, of ideas, of civilization. The clarity and completeness which mark "The Wanderers," the maintained interest and the direct leading of many stories to one large purpose furnish evidence of how amply equal Miss Johnston has been to the requirements of her own literary plan.

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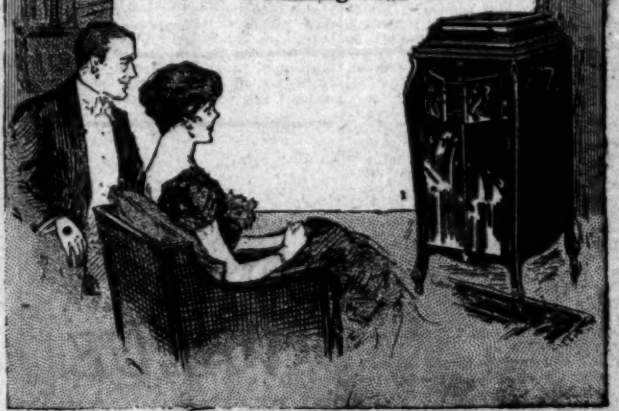
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### PETAINE AT CLOSE RANGE

Impresses Observer As Thoroughly Sincere And Without Thought Of Himself

By Charles H. Grasty

Field Headquarters, American Expeditionary Force in France, Aug. 19.—The contrast of great numbers of Americans with this Old World environment in which they are domiciled never loses its vividness for me. To study this contrast between new country and old country, with all the advantage of juxtaposition, excites an interest little short of thrilling. Never was there such a spectacle in all history as that of the fresh millions of free America flocking to the rescue of beleaguered and exhausted Europe.

My heart was full when I mingled with the khaki-clad Americans in the little valley which constitutes the field headquarters, but it was the fullness of home feeling and familiarity rather than pride. Having seen much, as I have recently, of the martial bread, I was just a bit disappointed to find myself in an atmosphere much less surcharged with war. Perhaps it is yet too early to expect other things, but as I went up and down among these young fellows, talking to as many as I could, they seemed still mothers' boys to me, especially my own Southerners, with their soft accents. As soon as they knew that they were talking to a friend from home they set up a cry for a popular brand of tobacco which costs 10 cents, or perhaps less, in America, but which can't be bought here for less than as many francs per bag. All other kinds of tobacco are plentiful; only what the soldiers want is scarce.

#### Beloved By The Villagers

It is wonderful how these young chaps have settled down into the village life. Of course, they don't speak French, but they manage to understand and make themselves understood. The population of the village is pretty much limited to women and children, and they have been captivated by the free and fearless friendship which the American boys promptly tendered to them. In the quiet summer night the Frenchwomen sat five or six on benches in front of their houses in the main street. I drew many of them out on how they liked the change from deserted village conditions which had prevailed previously. They were frankly charmed. They liked the American boys, loved them. They were affectionate and considerate. "Gentil" was the word most used. It had been a great change for the better since they had come to bring life and movement to their town and later, Heaven, went to bring an end to the cruel war, to which this one small community had contributed its whole manhood—over sixty would never return.

My room was in a neat little house tenanted by a young widow with five small daughters. She kept a store in the front part, let the rear room and lived on the second floor. This house was a kind of headquarters for soldiers. They petted the children, who in turn taught them French, and the exchange was accounted mutually profitable. I talked with the mother, and she said that the character and conduct of these young fellows had been a revelation to her. She said she had no regard for him that one doesn't expect in a European country. They were always wanting to do something for her, and as for the children, they idolized them.

I saw soldiers drawn up in line awaiting a visit of inspection. As at the port where they arrived at the end of June, they won my spontaneous admiration as raw material for an army. They were all in good health and spirits, but not yet, so far as I could judge, imbued with any particular militarism. I couldn't help being reminded of an encampment of State militia.

I was not content to be constantly shown around, but wandered about alone part of a day, seeing as much as I could in a short time. I inspected two kitchens and found them clean, with excellent food and cooking. I climbed to a hayloft in which twenty-five men were billeted. A half-dozen were sitting on the floor eating a midday dinner of beef steaks, white bread, and coffee. It looked and smelt "lusty." This loft was taken care of by an old "Dick Dead-eyes" of a Frenchman, who evidently enjoyed his experience to the full and referred to the soldiers as his "amis," but I was somewhat disappointed to notice that "Dick's" universal friendliness extended to the spiders who spun their webs at will under the roof.

I dined at the division officers' mess to one village and at the battalion officers' mess in another, and in both had good food and enjoyed real American hospitality. At one of these meals I had a chance to get the regular army officers' side of the question of promotion, as I had before heard the reserve officers'. I sat next to a Captain who enlisted thirty-two years ago. He served thirteen years as a private and non-commissioned officer. It had taken him nineteen years to pass from Second Lieutenant to Captain. Perhaps a case like this may suggest a new line of thought to young reserve officers of a few months growing impatient at delay in promotion.

Visit To A Model Regiment

I went from one village to another until I found myself at the very end of the American field headquarters. My visit had fallen out fortunately, for I found what I had been wishing for in this last lot. Here it was not a case of hundreds of young soldiers strewn about; there was organization, atmosphere, authority; you might be shot, but it would be for cause and not accidentally.

I suppose I would not be permitted to identify the troops to whom I refer. But I know that General Petain identified them. They had waited from 8 in the morning to 5 at night to be inspected. When the Generals came, these troops, showing not the faintest sign of fatigue, went through

## Tyrant of Belgium Shoots 30 a Month



GEN. VON FALKENHAYN

Information which has reached the Belgian Government at Havre indicates that General von Falkenhayn is even more brutal than his predecessor as Governor General of Belgium, General von Blassing. The civilian population is being crushed under an iron hand, no less than thirty persons being shot monthly under his rule. The population has been terrified under the practice of sending to prison hundreds on the pretext that they violated some one of the many rules laid down by the Germans.

The appropriate portion of drill with beautiful precision and snap. What was the difference between this regiment and the others? As far as I could learn the proportion of regulars and recruits was precisely the same. The difference apparently lay chiefly in the possession by this regiment of a history and tradition. The pride of a past stimulated new men to strenuous exertion. The suggestion was obvious that this regiment might be profitably used as a pacemaker for other regiments. Just as the regulars here gave the cue to the recruits, so could the example of the regiment as a whole be made potent in arousing a spirit of emulation throughout the whole new army. Here are soldiers ready at the blowing of a bugle to go in against the Germans. Their village is a Spotless Town. They wash their own clothes every night, their leather and metal are bright with polishing, they move smartly, and are indeed soldiers from head to heel.

As the army organization progresses the experience of this regiment, as well as of all regiments in the English army, would seem to suggest the adoption of names for different units. Out of a name there is evolved and in it there is preserved tradition. Pride of individuality works wonders. Who can recall without a thrill such names as Coldstream Guards, Black Watch, Grenadier Guards, Gordon Highlanders, Dublin Fusiliers, Royal Fusiliers? The only approach to a parallel there have in our army seems to have helped to produce a result that is most excellent, even when judged by expert European standards.

It was my pleasure to dine at the officers' mess of this regiment, and if anything could have increased my sense of satisfaction it was the information elicited by a comparison of notes at the table. Of the six regimental officers present four were Virginians.

Oh, carry me back! Carry me back!

To old Virginia's shore.

#### A Close View Of General Petain

Field Headquarters, American Expeditionary Force in France, Aug. 20.—On the tablecloth constituting the divide between the waters which flow to Havre by the Marne and the Seine on the west and those which seek the sea by the Meuse, past Verdun and Liege, great leaders have trained their armies for thousands of years. It was here that Caesar's

legions were encamped. There is a long hill, with a broad flat back, commanding a wide view in every direction, that appeals to both the utilitarian and artistic senses of the French, and it was here that Petain came, bringing Pershing with him, to review the famous Alpine Chasseurs division.

It was a glorious morning after the European fashion of weather, a few fleecy clouds tempering the heat of the summer sun and staging the stunts of an aviator who brought a brand new car of a chic pattern to put the very last touch of modernity on the scene.

It was not the beautiful work of the crack division, the perfect marching of the infantry, the fine horsemanship of the cavalry, the smooth handling of the artillery, the inspiring music of the regimental bands, nor even the presentation of honors to the heroes who had earned over and over again the laurel wreath. I was interested in General Petain and in comparison between him and other great leaders of the war who had come under my observation—Woodrow Wilson, Lloyd George, and Joffre. For it must be remembered that Petain is not a soldier alone. There may be men upon whom are conferred reserve powers greater than the President's, the English Premier's, perhaps. But in actual power daily and hourly put into use, possibly Petain today leads all others, for he is the Commander in Chief of the army in the country where the war is being fought. If it should ever come down to one final judgment, it would have to be his.

He was distributing medals when I saw him first. A line of men about twelve in number was advanced in front of the division formation. A space separated them into the groups. An officer read out in a loud voice an account of the service to be rewarded. General Petain advanced briskly, pinned on the medal of the Legion of Honor or Croix de Guerre, touched with alternate cheek the face or lips of the candidate, receiving on each a hearty kiss and fifty feet away.

A pretty incident was the selection by the General, in pursuance of a right accorded him of another of the candidates for the bestowal of the Legion of Honor decoration. It was an extemporaneous judgment of which the record read in detail was the basis; the recipient was a wiry, handsome young Sergeant, and the incident spread a wave of pleasure over the whole division.

My first impression of General Petain was tinged with a little shade of disappointment. Men, however great, are not gods after one examines them narrowly. Petain might be a business man, a lawyer, or a village doctor. I remember having had much the same first impression of the late E. H. Harriman. I could name half a dozen men who would look the part of General Petain acceptably and who, indeed, while not resembling him, might have points of appearance in common with the French General—Frank P. Glass, for example, if he were a few inches taller, or Frank A. Munsey if he were forty pounds heavier.

#### Petaine Somewhat Like Gen. Wood

General Petain in some ways suggests General Leonard Wood. He has ceaseless energy, but is neither hurried nor strenuous. He hasn't a particle of military consciousness. He is one size smaller than General Pershing, a shade less erect, and immensely less suggestive of military starch. Pershing stands like a statue, but Petain is just an ordinarily erect middle-aged man. He has no studied or fixed pose at all, but he is a soldier from the ground up.

He wore the plainest kind of uniform of gray, riding breeches, and tan puttees, with three tiny stars on each sleeve near the wristband, and a large silver medal pinned on his

tunic below the left handkerchief pocket.

He has a good, wholesome face. I think it must have been there that I suffered the disappointment referred to. I had pictured him as thin-visaged and frowning, with a downward look. His face is much plumper than his pictures indicate. The prominent nose seemed not unlike General Pershing's, though there the facial resemblance stopped. General Petain's chin gives no line on his character, as chins are often supposed to do, and his head seemed of average size and shape. His cheeks have color, and his eyes are kindly and brownish. He means well to you but no liberties must be taken; a glance tells you that. He wore brown chamol gloves on his hands, which were frequently in action, but there was neither extravagance nor affectation of gesticulation.

I speculated that here was a man who had reached middle life with all developing any greatness at all. He was a Colonel and a lecturer at the War College; a good one, no more. The war came and smote deep into his nature and started the springs of greatness, which flowed outward in the channels which opportunity opened. But all his habits had been formed by patterns of mediocrity. There were no points stuck out by that indulgence of self which genius is privileged to practice from very boyhood.

If therefore happens that Petain is actually as plain as an old shoe. He doesn't play to the galleries. You are sure that he is not thinking of himself, not even glimmeringly. His mind is on his number, and it isn't No. 1. In fact, the impression is always one of sincerity in what he is doing. He doesn't do one thing and think of another. He is on the job, so to say, every minute. If he is planning on a medal, he is looking at it and thinking about that particular thing; and so when he

does the kissing, I observed that he was careful to take the kiss on the cheek. Remember, by the way, that this is a French ceremonial and doesn't mean the same as kissing does with us.

#### The General A 'Good Mixer'

Now the military business is over, or at least there is an interval between the first and second parts, the latter the review proper. What does the General do? Go off and take a rest, or talk to the American Generals? Not at all. There are a lot of French spectators, some who have suffered recent losses, and others just villagers or farmers and their families from the countryside. General Petain makes the rounds. And let me say right here that I never saw anybody meet people better, not even the late President McKinley, whose genuine love for his fellowman made him sincere in his human contact and therefore a "good mixer." General Petain must like it, or he couldn't do it so well. Here in France, remember, there is more of a certain kind of democratic feeling than with us. There was no sense in this crowd of enjoying condescension from a great military grandee, as of course not a shadow of thought of its bestowal. Petain kissed the babies and shook hands with the grown-ups as if he had been brought up to the business instead of soldiering.

I happened to be among the crowd of French as the General came along. He stopped, shook hands with me and passed the time of day, displaying a lively interest when I mentioned the name of my paper. He securely fixed my vote for another office for which he may ever stand when, hours later, at another place, he remembered me, stepped out of the military circle, gave me a real handshake and an "au revoir."

General Petain hasn't a certain mystery and magnetism that characterizes Joffre, nor has he the

avoidance. No one else can speak in that soft monotone of Joffre's, a tone in which one might read a psalm. Petain has fixed his place as a soldier. He took over the command under most extraordinary circumstances of difficulty, and has made splendidly good.

Such was the Commander in Chief of the French as he went about his appointed tasks on the day before the latest Verdun attack. Perhaps his review of troops was in connection with that big offensive. If it was, General Petain had gone

through all the great planning without the efforts having left any mark of strain. There was no sign of excitement. He was running as cool as a big, high-powered engine. Here is a man who will attend to all that is to be done, big and little, and then have time and energy left over for the unexpected. My guess would be that his work is never in arrears. There is no feverish haste, and therefore no lost motion, but he is hard at it all the time. At the need of France came Joffre, and then Petain.

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## Harden Forecast Wilson's Note To Pope

(Continued from Page 16)

ship—were to be fulfilled, the bond of our enemies would become insoluble, for the community of loss would forge it into an iron ring.

And the children, the grandchildren of the Germans of today would not be allowed a single hour of rest.

If, on the other hand, our enemies were to succeed in dismembering the German Empire; on the very day of the conclusion of such shameful peace the enemy would see sparkling out of every eye in this land the vow to exert all the strength of the nation to reconquer what is lost.

In either case Europe would be impoverished and barren. Most of the fields lack fertilizer, all lack workers to cultivate them. And even if the army of workers were released they would have to hustle to be able to furnish with bread, meat and fuel 30,000,000 persons who are either fighting or making fighting material.

The number of merchant ships dwindles daily; every railroad is overtaxed, used up and often unavailable for any but army service. Five billion marks, a sum hardly imaginable in the days of Versailles, today are scarcely sufficient to cover the German expenditures for fifty days of war.

### Lasting Peace Wanted

Who doubts but that the peoples yearn for peace and will submit to any sort in whose durability they may believe?

To offer peace to the hostile Governments a second time would be unworthy, unprofitable folly.

But President Wilson in his note of December 15 said that the security of peace was the aim of the United States.

"Ours too," answered Berlin: "but we do not agree with the President's view that this great work can be begun only after the conclusion of the war now raging."

The view objected to was not expressed distinctly in Wilson's note and I do not believe that he attaches any particular weight to the chronological order.

"In the measures to be taken to secure the future peace of the world," wrote Mr. Wilson, "the people and the Government of the United States are as vitally and as directly interested as the Governments now at war. It may be that an interchange of views would clear the way at least for a conference in the near future."

These sentences were answered by flat rejection on the part of our en-

emies. Must that necessarily block the road to the highest aim?

Wise statecraft and sincerity would, he thinks, dictate a new note to America along these lines:

"As the President of the United States of America has learned from the note transmitted on January 1, the Governments allied against us reject the proposal for an immediate interchange of views. The Imperial Government cannot think of striving to bring about through words a reconsideration of this decision, nor can the Imperial Government be expected to be ambitious of disproving the untruths contained in the list of sins hurled at us. The precondition of such a procedure—public accusation, protocol of evidence and defence—would be the international court of justice which according to the laudable suggestion of the President is to safeguard the blessings of peace to the civilised peoples and to punish arbitrary breach of peace.

"The spectacle of one of the two opposing groups of belligerent Powers grasping, in the midst of war, for the offices of accuser and judge is one of the dark ages, not of the bright future which they pretend to hail. The accused party cannot be expected to look with favor upon such procedure.

### What Germany Might Say

"The Imperial Government, however, sees nowhere any obstacles that might prevent it from co-operating, even tomorrow, in the most important international task. The Imperial Government is convinced that the universal weakening of national resources and the financial distress which must result from this gigantic struggle, no matter how and when it ends, will compel a reduction of armaments on land and sea.

"Such a reduction is impossible without a firm agreement adapted to the requirements of the non-neutralised States. We had hoped to end this devastating conflict first, and then to be able to lay the foundation in a world no longer endangered for the building of the future. Since this hope has wilted we imbued with the same good will, are ready to agree to a different chronology of steps.

"We are ready without reservation to test in conjunction with all Powers as to what organization and what weapon can secure peace, relieve the burdens of armament, protect weak peoples from interference, threats and violence, and create an international court of justice and arm it so powerfully that it will be able to enforce its judgments everywhere.

"It is so such an international court, as the competent authority, that we

would submit the conditions upon the acceptance of which we would be willing to make peace, conditions which at the present we can tell the opposing group only when it asks for them. We will gladly add in the early establishment of such a court.

"We would not be deterred by the proposal to give, upon request, the right of self-determination to all races forced under a foreign yoke. Irish and Indians, Poles and Finns, Arabians and Maltese, Danes, Flemish, French, Italians and Serbs. For only the strength which the tree derives from the earth in which it roots ripens into fruit. The Imperial Government is far from the belief in a thousand years' peace in whose fairy fields the lamb grazes beside the tiger and on whose banks the bear feeds the joyously splashing whale. The Imperial Government and the German people, however, surrounded by the surging flood of war, are in harmony with the people and the Government of the United States in the midday sun of the faith that the mind of man and the will of peoples are strong enough to anticipate the recurrence of such cruel calamity."

Such a note, you object, could come only from Utopia. Write one, if you please, which fits into the chicken breast of your paper language. But speak up tomorrow in unmistakable, unfalsifiable words, speak to the peoples, not to the chancelleries.

"Germany desires security of peace, reduction of armaments, elbow room for every nationality and sensible organization of the Caucasian civilisation."

If such confession of faith fails; if it falls upon deaf ears, then the quiver of the human brain is empty, exhausted, and reason has been toppled from the throne of light. Then will triumph suspicion which everywhere fears tricky selfishness lurking behind peace built upon conciliation.

Never, admonishes Marcus Aurelius, must you forget that you have a soul; never must you miss a single hour in which it might be possible to render the slightest service to humanity.

## WOOL WAS REALLY GOING TO GERMANY

Consignment Worth £140,000, Billed To Sweden, Held By British Prize Court

London, Oct. 16.—The Prize Court has condemned wool valued at 140,000 pounds sterling which was consigned to the Swedish army but destined in reality for Germany. The president of the court said that he was surprised to see that a Government department of a neutral country should thus be employed.

## 6 CENTRAL AMERICA NATIONS MAY UNITE

Federation, Now Again Planned, Would Be Republic Of 206,345 Square Miles

Washington, Oct. 2.—Six Central American republics may soon be federated into a nation of 6 million persons living on 206,345 square miles of land. They are Honduras, Nicaragua, Guatemala, Costa Rica, Salvador—now bound politically by treaties made in 1907—and Panama which will be invited to take her place with the others.

A conference will be held by representatives of the little nations, either in Washington or Panama, soon to discuss plans of the proposed federation.

### Have A Common Court Now

The Central American treaties now affecting these countries were signed in 1907 and expire this year. They have served—through a court of justice created in Costa Rica, where all international problems were settled—to keep more or less peaceful a community of nations formerly in constant disturbance through wars and revolutions.

It is now proposed by strong factions in these nations to establish a centralized government or at least an interparliamentary union with a delegate from each republic. Pre-

sident Betrand of Honduras has launched the idea and sent an invitation to the other republics to participate.

President Chamorro of Nicaragua already has accepted and suggested either Washington or Panama as the meeting place for the proposed conference.

The state department, withholding announcement of its position in the matter is sounding out public opinion.

## ARE YOU RUN DOWN?

The condition of being "run-down" is one that doctors do not recognize as a disease; the physician of today who gets his training in a hospital where severe disorders only are encountered knows little about it. But those who are run down in health know that it is not a fancied affliction. The expression "run-down" comes from the feeble action of an unwound clock, and the comparison is a good one. Applied to health, it means a condition in which all the bodily functions are enfeebled. Appetite fails, the digestion is impaired, the nerves are impoverished, the complexion becomes pale, there is no animation, but rather worry and mental depression. Fatigue is a constant symptom.

No particular organ being affected, you must look for relief to the blood, as it circulates everywhere. Improvement in the blood is quickly felt throughout the entire system, and Dr. Williams' pink pills for pale people are the best and most convenient blood builders. As your blood becomes rich and red, the various organs regain their tone and the body recovers its vigor. If you have any or all of the above symptoms try the tonic treatment with Dr. Williams' pink pills obtainable from dealers everywhere, also 1 bottle for \$1.50 6 for \$8, from the Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai.

in Central America on the proposal Costa Rica still an 'outlaw' public has entered the war against Germany, she finds herself an outlaw and allied nation at the same time so peculiar. The United States has never recognized the present Costa Rican administration, but since the 1914 re-

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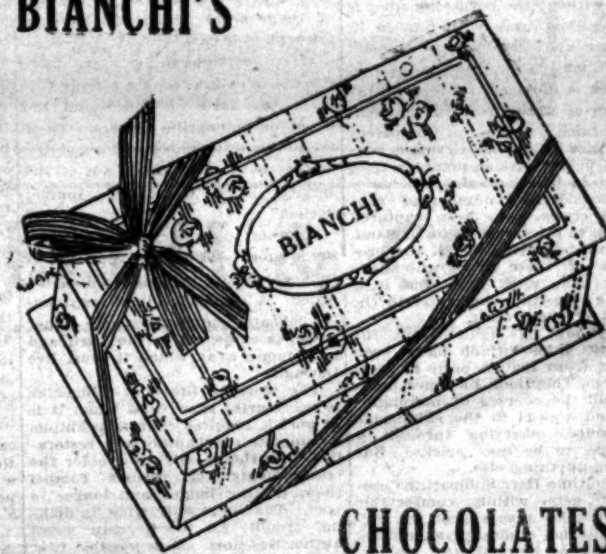
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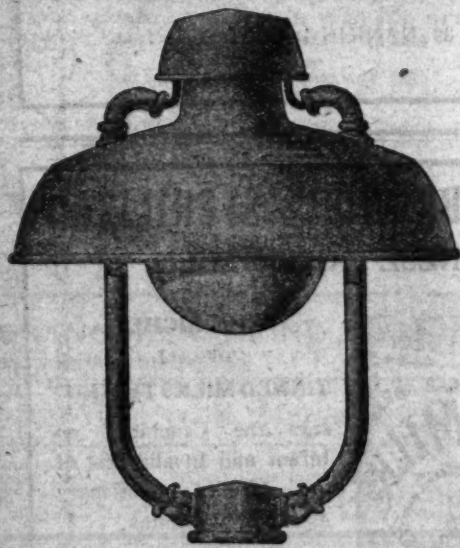
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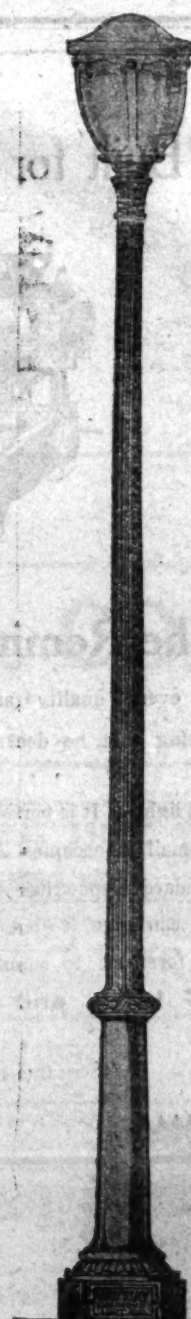
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## Insanity Of Their Crews Is Cutting U-Boat Menace

### Man Power Waning, And Need Of Repairs Hampers Submarine Fleet

By Judson C. Welliver

Unrestricted submarines were started seven months ago. A great deal has been learned by the British in that period. A review of the life and death struggle which has been in progress suggests interesting questions. For instance: Why did the ratio of shipping losses show a great reduction during the season of long days, clear skies and bright moonlight? Why were German expectations so disappointed by the results of U-boat warfare during the summer that a political crisis in Germany was produced?

There is no doubt that the Germans are turning out new submarines faster than the Allies are destroying them. Despite this, there are fewer submarines out in the fighting areas than three months ago. Probably not all the reasons for this state of affairs are known. Some of them have been made clear.

Manning submarines with efficient crews is a hard task. Underwater cruising is a nerve racking business for men and officers alike. The commander never goes to his conning tower without the realization that it may be shot away with him in it. The men know that when their boat dives it may never come up again.

There is no sleep, no rest, no relaxation of strain from the moment the cruise begins. Competent authorities believe the Germans confront a harder task in manning than they do in building submarines.

A considerable number of submarine crews have been captured and sent to prison camps in England. I am not permitted to tell the proportion of these men who have shortly gone stark mad; but it is such as to testify eloquently to the horrors of their work.

Everybody has read about the "mystery ships" which have been sent out from British ports in great numbers. They look like merchantmen, sail the courses of merchantmen, and appear to the submarine commander, observing through a periscope, to be easy marks. But they are anything else.

By the time Herr Submarine Commander gets within comfortable range to take a sure shot the mystery ship has unmasked a bristling array of guns, big and little, and expert naval gunners are churning the whole surface around the submarine with shells. There's only one thing for the submarine to do, and that's to dive instantly, and it is lucky if it is quick enough.

**Men And U-Boats Strained**  
Between the mystery ships, which

are peculiarly dangerous because any recklessness in dealing with them is likely to result fatally, and the flocks of destroyers that nowadays invest the areas where the submarines do most of their work things are decidedly lively for the submarine commander and his crew. The idea submarine commander was described the other day by an officer of large experience in the danger zones as "a man who hasn't any nerves, who in all circumstances can be relied on to act without stopping to think. He mustn't stop to think. He must perform instantly and must do the right thing."

"To command one of these mystery ships is about the hardest task that is put up to a captain nowadays," the officer went on. "It can be imagined what a nerve destroying time he puts in. Yet his occupation is not to be compared for sheer constant man killing strain to that of the submarine commander on a cruise. I think there are still two or three commanders of mystery ships in continuous service after five months of it; the rest of them break down and have to take long leaves."

"If it wears out the men who have the easier task at such a rate as this it is not hard to understand the effect on submarine officers. Their men become unmanageable, and the officers have to be taken out of the service after a strictly limited period."

Another difficulty that the Germans more and more experience is in keeping the submarines in good order. A submarine is an extremely delicate contrivance. No other vessel is subjected to the hard and continuous wear which it must live through.

The working life of a submarine is necessarily short, and when it is in port it requires endless attention, a complete overhauling and restoration. As the vessels grow older the requirements for repairs compel them to stay longer and longer in port. That is exactly what is making trouble for the German naval authorities now. It is possible that a further complication is presented by the difficulty of getting certain materials into Germany, but this is largely conjecture.

The decreasing efficiency of the older submarines together with the almost impossibility of finding skilled crews fast enough is supposed to account in the main for the fact

that with a larger number of submarines at their disposal the Germans are not able to keep so many on the fighting line as formerly. Thus it may be said that while they have more submarines with every month—it is understood that they are turning out about a dozen of them monthly—the wear and tear is so great that the increased number are not able to cover as many miles or spend as many days cruising as the smaller number of new vessels formerly in the service.

**Limits To Submarine Warfare**

There are some pretty distinct limits to the capacity for producing, manning and unkeeping submarines. Despite the fact that some German authorities have tried to give the impression that a general building program involving both warships and merchant vessels is being carried on in Germany the best information is that nearly all the maritime construction capacity of the empire is being devoted to turning out new submarines and maintaining the old ones in working conditions.

The capacity to turn out new boats is bound to suffer increasingly as greater and greater demands are made on the shipyards for the repair of old vessels. All these elements enter into any computation dealing with the Germans' capacity to carry on the submarine warfare indefinitely and their chances of making it successful.

Against the submarine what have Germany's enemies to present? The best information indicates that about 400,000 tons of shipping is being sunk by the submarines monthly. The British shipyards are turning out about 120,000 tons of new bottoms a month now. It will be a long time before the huge shipbuilding program on which the United States has entered will be turning out a regular supply of completed vessels.

Until that time the shipping now in use must be made to suffice, through restrictions upon its use and through a greater efficiency in its protection. It is assumed that eighteen months will elapse before the regular contributions of American bottoms to the Allies' tonnage can begin to affect the general situation very materially. Meantime, as a naval man said to The Sun correspondent, "we may all have to make a good many meals of beans."

The British shipyards, as has been said, are now putting out new tonnage at the rate of 120,000 a month; that is about 1,500,000 a year. The American program will add about as equal amount to this when it is in full swing. The question is to keep things going; to feed the people of England, France and Italy, to provision the armies and to move the immense quantities of

munitions and supplies which they require during this long period.

Recognizing the imminent danger, the British Government has taken steps to increase very rapidly its output of new tonnage beyond the figure of 120,000 a month. To this end it has been suspending every sort of naval construction that can possibly be dispensed with and turning all its energies to the shipbuilding program.

The army, the navy and the working shops of the kingdom have been combed over for shipwrights and other skilled mechanics, and these are being drafted into the shipbuilding establishments as fast as possible. It is promised that by the end of this year the present rate of English production in new ships will be multiplied by three; 360,000 tons a month will be possible.

**Making Ships Count**

Assuming, then, that the British program can be trebled between now and January 1, and that it will be sufficient to enable the Allies to carry on until the American program adds its immense contribution, the problem is to get along with present shipping until the beginning of the new year. A good deal has been accomplished and more will be in this direction by a more effective utilization of ships.

They are loaded and unloaded at a speed never before imagined possible. The Governments are constantly imposing new restrictions against shipments of freights by sea. For example, England is in the throes of a match famine because matches have heretofore largely come from Scandinavia and they are not coming. One lights one's new cigarette from the butt of the other, and a man who stops in a club or hotel lobby to strike a match and apply it to his smoke is instantly surrounded by a group of men anxious to share the light.

Take the typewriter. Nearly all the typewriters used in Europe are made in America. I understand there is not a factory in England now turning them out. A new typewriter in London costs just about twice the standard price; that is, the dealer quotes a price twice as high as he formerly did; but he cannot fill the order, he can merely take it. A rebuilt typewriter of the vintage of 1900 or thereabouts may possibly be secured if one files one's order and waits patiently and long enough. The Government authorities are in straits to get enough of them, and private business simply hasn't a chance.

It is because typewriters are on the barred list. The carrying space must be saved for other things. Daily life in London presents a long array of the evidences that non-essentials are more and more taboo. It is a part of the program of saving shipping capacity for the great

test of staying power that lies ahead.

Despite all the losses and commandeering of ships since the beginning of the war, despite the reduction in the world's output of new vessels, the greater efficiency in handling tonnage that has now been attained would make it possible to care very comfortably for demands if it were not for the huge requirements of the armies. The army in Salonica must be maintained by supplies brought thousands of miles. That in France monopolizes the services of merchant fleets almost beyond belief. Whatever happens to anybody else the armies must be provided for first.

**American Army Supplies**

It is calculated that every man in the overseas army requires one-tenth of a ton of freight to be delivered on his account weekly. That is, 100,000 men will require 10,000 tons weekly, or 520,000 in a year.

Let it be supposed that there are 2,000,000 men with the fighting forces in France that must be fed from overseas. Then 200,000 tons of supplies must be sent to them weekly, or 10,400,000 tons in a year. That means that a vessel carrying 3,000 tons at a trip would have to make 3,466 trips in a year, or 3,466 ships would have to make single trips; or, getting it down to something like actualities, 433 ships would have to make eight trips each yearly.

When it is proposed to put an additional army of, say, 1,000,000, in France, these figures have increased significance. The American troops will be of no real service unless they are supplied with everything they need from home.

The American forces now in France and the naval forces operating in European waters are provided with every possible necessary directly from America. Tooth powder and repair ships are provided with equally religious punctiliousness. A million men in France means 100,000 tons of provisions weekly, 5,200,000 tons in a year, aside from trans-

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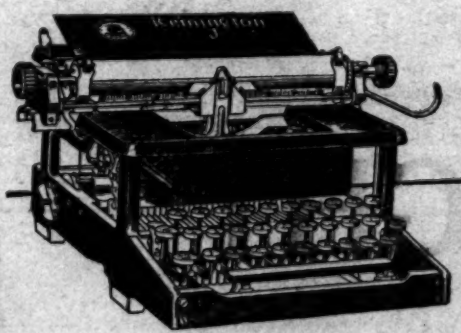


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## Famous Hoaxes That Have Amused The Nations at War

Probably the greatest hoax of the war—one which millions believed for a time at least—was the story that from 100,000 to 200,000 Russian troops had arrived in England from Archangel. These troops, by the early stories ran, were moved by night across the United Kingdom in cars with the shades drawn down and at any moment were likely to appear on the western front with the troops of Great Britain, France and Belgium.

The story was first printed in New York. It spread throughout America and was called abroad and doubtless sent by wireless to Berlin. The English censorship offered no official denial or affirmation of the story, but for a time every steamship from England reaching New York brought some individual who imagined he had seen the trains. Kitchener let the hoax run without doing anything to stop it. Whether it had any effect on the Germans it is hard to tell, but amateur strategists conducting the war from office chairs saw great possibilities in it to stop the great German drive on Paris.

It was the romantic Clarence Reginald Hodson, who as "Ernest Schiller" pirate, seized the Maloppe, a British freighter, off Sandy Hook, single handed and scared fifty-six men into submission, that secured the greatest laugh for his adventure. The twenty-three-year-old son of an English father and a German mother, he stole on board the Maloppe and with the aid of a revolver held up the captain.

Hodson after capturing the ship was more interested in getting something to eat than in anything else, for he had gone without food for three days. As a result a cake intended to be eaten in celebration of British victories was cut up at once for his consumption. Sleep finally led to Hodson's capture, but the episode amused America and doubtless Germany.

What amounted to a practical joke was played on the Germans by the Belgians in Brussels. The Germans announced a grand concert of German music at the opera house. A syndicate of Belgian bankers and brokers bought all the seats except one and the royal box. Gen. Baron von Bissing was delighted at this evidence that the Belgians were not averse in times of foreign occupation to listen to a German concert. But on the night of the concert not a single Belgian used his ticket. When Von Bissing arrived at the opera house it was empty save for one solitary auditor, a German Landsturm soldier.

Some American youths of Morristown, N.Y., had fun early in the war with the Canadians. At the time all sorts of rumors were being circulated of German invasions of Canada. Morristown is on the American side of the international line opposite Brockville. When three fire balloons went up one evening the Mayor of Brockville reported to Premier Borden that "three airplanes" had crossed the border from the United States, that "the fire from them illuminated the streets of Brockville" and that "after a searchlight had been played upon the city the airplanes proceeded in the direction of Ottawa." The Premier immediately notified the military authorities, the tower light and the lights around the Parliament building were extinguished and with windows darkened the Canadian Parliament met.

Berlin, particularly the West End, hoaxed itself over a rumor that Serbia had surrendered and that its entire army had laid down its arms. The rumor was started by the ringing of church bells for the meeting of the General Synod. Some individuals not

knowing the reason concluded that what they had been hoping had come to pass and that the bells were rung to announce a Teuton victory. Everywhere appeared German, Austrian, Bulgarian and Turkish flags. The rumor lasted until the afternoon newspapers came out with a statement that "the situation of our troops in Serbia is splendid, but the enemy has not reached the end of his resistance."

A profitable hoax was played upon a German submarine of the coast of Ireland by the captain of the steamship Director. Suspecting that at any moment the Director might be in the danger zone, he instructed the ship's carpenter to saw a big spare spar into three pieces, which the crew painted black. These pieces of wood were then mounted as if they were guns.

When a submarine approached the skipper of the Director pointed the Quaker guns at the U-boat, which promptly decided to go down again without waiting to fire a torpedo. The Director, with its false guns, fled at top speed and got away safely.

On March 4 last in the dying hours of Congress a hoax was played on the House by a personator of Miss Jeanette Rankin of Montana, the first woman member of Congress. Miss Rankin was expected, and that added to the success of the hoax. Mrs. George W. Edmonds, wife of Representative Edmonds of Pennsylvania, played the part of Miss Rankin.

The hoax was arranged by Representative Britten of Illinois. Word was passed to Representative Gallivan of Massachusetts that Miss Rankin was in the chamber and from the top of a table Mr. Gallivan made the announcement and asked Representative Britton to escort her to the front. Tremendous applause greeted "the first woman Congressman." Mrs. Edmonds in acknowledging the greeting said: "My friends, I prefer to make my first speech in the next House."

She bowed and sat down. Then followed a great reception. Everybody wanted to greet the "first woman Congressman" and wish her luck. Soon there were so many Representatives and their wives crowded about that a line had to be formed in front of the Speaker's stand so that every one might have an opportunity to shake hands with "Miss Rankin."

Broadway, the mad, glad, glorious Broadway, which likes to be deceived, discovered an Alaskan Queen last winter and in a night Miss Louise Sachse, late of Kansas City, became famous. She would be a celebrity even now if "Pa" hadn't split the beans. She had, in a brief week on Broadway, invitations to lecture to learned folk on Alaska, to attend teas and theatrical performances, to meet famous men and women. Life was one continuous round of pleasure for her, with bell-hops carrying letters to her by the hundred till Kansas City told New York some very plain facts about the "Alaskan Queen," the "run-spoiled child of nature and the midnight snows."

Miss Sachse had been in Alaska and when she got home the Kansas City papers had printed pieces about her. When she arrived in New York the single word "Alaska" after her name on the hotel register gave the hotel press agent his opportunity, and for days New York read amusing epigrams from the young "wondrous-eyed, unspoiled queen of the Alaskan wilds," and was told about "the daughter of the far frozen north gasping in awe at her first sight of man in a highly civilized state." It was fine while the going was good; the lovely child of nature" hoaxed the wise men of Broadway, and when the exposure came New York laughed the more heartily.

### Wedding

Harris-Burke

Mr. Cecil Harris was married to Miss Eva Burke yesterday afternoon at St. Joseph's Church.

A reception was held at the residence of the bridegroom's parents, 408 Avenue Joffre, and a large host of friends and well-wishers turned up to speed the happy couple on their married path.

The toast of the bride and bridegroom was proposed in a humorous speech by Mr. Graham Barrow and was heartily responded to. Mr. 'Cia' Harris, well known in cricket, football and Fire Brigade circles, replied and thanked the four little bridesmaids for the help they had given him in winning so charming a bride as the lady who stood by him.

The happy couple left by train last night and will spend their honeymoon in Hankow.

### News Brevities

As benevolent funds sometimes are sadly depleted for "expenses," owing to the ignorance of business of the well-intentioned people in charge of them, announcement is made in connection with the "Our Day" Fund that all money, without any deduction whatsoever, received by the honorary treasurer, Mr. Skinner Turner, will be sent to London.

The local committee has gone to a great deal of trouble, and some considerable expense, in prosecuting the appeal, but the promoters of "The Mystic Shrine" have defrayed all expenses in connection with Shanghai's "Our Day" effort. The subscription list is not yet closed; it will remain open until midnight upon Wednesday—Pay Day—and whatever is given here will all be transmitted for use where it is most needed.

The Union Church Ladies' Society



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will hold a musical "At Home," in the Union Church Hall on Wednesday, October 31, in aid of war funds. Tea will be served at 4 p.m. Admission will be \$1. Men are invited.

An elaborate fete, to last three days, will begin at Mr. Harboon's Garden next Saturday. The proceeds from the sale of the tickets will be distributed to relief funds in the flooded districts of Honan, Shanxi, Hunan and Shantung. Every ticket for admission will bear a number, with which the holder can win one of the articles donated by subscribers. A tiffin was given yesterday by Defence Commissioner Lu Yung-hsien to the leading foreigners and local gentry and plans were formulated for the presentation of the fete.

### Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hsinkong left Tientsin for Shanghai, via Chefoo on Thursday.

The C.N. s.s. Sungkiang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The N.K.K. s.s. Sulyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai today.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai today.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Thursday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.Y.K. s.s. Fengyang Maru

Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The C.M. s.s. Poochi left Amoy for Shanghai on Thursday.

The C.M. s.s. Hsinming will leave Tientsin for Shanghai via Chefoo today.

The I.-C. s.s. Suwei will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.Y.K. s.s. Fengyang Maru

will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, Oct. 30.

The K.M.A. s.s. Jinju Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The N.Y.K. European line s.s. Kaga Maru, with mails left Hongkong for Shanghai on Thursday, and may be expected to arrive at Wayside wharf today about 11 a.m. She will be dispatched for Kobe tomorrow.

## Wherever Your Motor Can Take You—

Wells Fargo Checks are good. Use them to buy gasoline and tires, and to pay your hotel bills. You can't expect your personal check to be cashed where you are unknown.

It is not safe to carry a large amount of cash—but Wells Fargo Checks are as available as cash, and safe besides.

Wells Fargo express service is personal and safe—are you taking advantage of it?

## Wells Fargo Travelers Checks

Millions of dollars of Wells Fargo Checks are issued annually by banks, railroad and steamship ticket offices.

## GARNER, QUELCH & CO.



## GARNER, QUELCH & CO.

Sole Agents: 73 and 73A Szechuen Road.

## Trade with us and save money.



We have solved the problem of economic living by selling food-stuffs in bulk, eliminating expensive packing.

Our freshly arrived assortment of

BUTTER, CHEESE, SALAD OIL, VINEGAR, COFFEE, COCOA, HONEY, NUTS, JAMS, CEREALS, HERRINGS, SALMON, OLIVES, SAUSAGES AND PICKLES

is unequalled in quality and price.

We also carry a stock of selected wines and liquors, at reasonable prices. It will pay you to visit our store at:

**I. SHAININ & CO.** 12 Nanking Road, 768 Broadway.

Telephone orders to 1898.

## SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line)										Nanking To Shanghai North—Down									
STATIONS.	Local	Express	Fast	3rd	2nd	1st	Light	STATIONS.	Local	Express	Fast	3rd	2nd	1st	Express	Local	Light	STATIONS.	Local
SHANGHAI								PEKING										PEKING	
NORTH								TIENTSIN										TIENTSIN	
BOOCHOW								CENTRAL										CENTRAL	
WUSI								TSINANFU										TSINANFU	
CHANGCHOW								PUKOW										PUKOW	
TANYANG								CHINKIANG										CHINKIANG	
CHINKIANG								TANYANG										TANYANG	
NANKING								CHANGCHOW										CHANGCHOW	
PUKOW								WUSI										WUSI	
TSINANFU								BOOCHOW										BOOCHOW	
TIENTSIN								NORTH										NORTH	
CENTRAL																			
PEKING																			

R. Restaurant Cars.

\*Connects with through Siberian Service.

S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (Branch Line)										Shanghai North to Woosung Forts—Down									
STATIONS.	Local	Express	Fast	3rd	2nd	1st	Light	STATIONS.	Local	Express	Fast	3rd	2nd	1st	Express	Local	Light	STATIONS.	Local
WOOSUNG								SHANGHAI										SHANGHAI	
FOOTS								KIANGWAS										KIANGWAS	
CHANGHAI								WOOSUNG										WOOSUNG	
NORTH																			

## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE.										ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Goods	Local	Express	Local	Local	Local	STATIONS	Local	Local	Local	Fast	Slow	Local	Goods	Express	Local
Shanghai North	dep.	7.35	9.00	10.00	14.50	15.00	15.30	15.40	15.50	Zahkou	dep.	6.30	7.55	9.20	14.10	15.30	15.40	15.50	16.00
Jieshi	dep.	7.51	9.16	10.20	15.06	15.16	15.26	15.36	15.46	Hangchow	dep.	7.00	8.30	9.55	14.35	15.55	16.05	16.15	16.25
Sowen	dep.	7.58	9.23	10.29	15.13	15.23	15.33	15.43	15.53	Changai	dep.	8.04	9.48	11.00	14.50	16.10	16.20	16.30	16.40
Lungwa Junction	dep.	8.15	9.40	10.47	15.30	15.40	15.50	16.00	16.10	Yehai	dep.	8.41	10.31	11.39	15.61	16.80	16.90	17.00	17.10
Shanghai South	dep.	7.45	9.10	10.15	13.35	15.00	16.00	16.50	17.55	Kashai	dep.	7.15	9.28	11.22	14.10	16.30	16.40	16.50	17.00
Lungwa Junction	dep.	8.15	9.40	10.47	13.52	15.30	16.22	17.07	18.12	Songling	dep.	7.48	9.53	11.55	14.48	16.62	16.72	16.82	16.92
Songling	dep.	8.59	10.43	12.02	16.07	17.42	18.00	18.10	18.20	Lungwa Junction	dep.	8.13	9.43	10.23	11.38	14.08	15.33	17.23	18.23
Kashai	dep.	9.51	11.52	13.28	16.53	18.49	19.00	19.10	19.20	Shanghai North	arr.	8.35	10.00	10.45	11.55	14.25	15.50	17.40	18.40
Yehai	dep.	7.40	10.25	12.30	14.35	16.10	17.22	18.20	19.20										
Changai	dep.	8.45	11.05	13.15	15.50	17.53	18.24	18.34	18.44										
Sowen	dep.	9.45	11.41	14.00	16.50	18.24	18.34	18.44	18.54										
Hangchow	dep.	11.10	12.50	15.25	18.30	19.19	19.29	19.39	19.49										
Zahkou	arr.	11.35	13.10	15.50	19.00	19.55	20.05	20.15	20.25										

### KONZEN CHIAO TO ZAHKOU

Konzen Chiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35
Ken Shang Mun	dep.	7.10	8.50	11.40	14.15	16.15	18.50
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00
Zahkou	arr.	7.55	9.40	12.10	14.55	16.55	19.40

R. Restaurant Car.

### KIANGSHOO BRANCH LINE.

Zahkou	dep.	10.10	12.25	14.55	17.20	19.15
Hangchow	dep.	7.30	10.40	12.45	14.55	17.50
Ken Shang Mun	dep.	7.42	10.67	12.57	15.12	18.07
Konzen Chiao	arr.	7.55	11.10	13.10	15.25	18.20

### ZAHKOU TO KONZEN CHIAO

sp.	....	10.10	12.25	...	17.20	....
	7.30	10.40	12.45	14.55	17.50	19.15
sp.	7.42	10.57	12.57	15.12	18.07	19.27
rr.	7.55	11.10	13.10	15.25	18.20	19.40



## FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, October 27, 1917.

## Money And Bullion

Gold Dollars Bank's buying rate	Tia.
@ 96 1/2 = Tia. 1.04	
@ 72 1/2 = Mex. 1.43	
Mex. Dollars Market rate	72.45
Shai Gold Bars: 978 touch Tia. 280	
Bar Silver	41 1/2
Copper Cash	per tael 17.85
Buying rate @ 4/ = Tia. 5	
exch. @ 72 1/2 = Mex. 1.43	
Peking Bar	280
Native Interest	.09

## Latest London Quotations

Bar Silver	42 1/2
Bank Rate of Discount	4%
Market rate of discount:	
1 m-s.	4%
4 m-s.	4%
6 m-s.	4%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London	Fr. 27.52
Ex. N. Y. on London	T.T. 147 1/2
Consols	1

## Exchange Closing Quotations

London	T.T. 4/
London	Demand 4/
India	(nominal) T.T. 28 1/2
Paris	T.T. 51 1/2
Paris	Demand 51 1/2
New York	T.T. 147 1/2
Hongkong	T.T. 70 1/2
Japan	T.T. 53 1/2
Batavia	T.T. 22 1/2

## Banks Buying Rates

London	4 m-s. Cds. 4/2
London	4 m-s. Docy. 4/2 1/2
London	6 m-s. Cds. 4/2 1/2
London	6 m-s. Docy. 4/2 1/2
Paris	4 m-s. 57 1/2
New York	4 m-s. 58

## Customs House Exchange Rates For October

Hk. Tia. 4.30 @ 4/2 1/2	£2
1 @ 57 1/2 = France	6.41
1 No quotation Marks	15.23
0.91 @ 99 1/2	Gold 1
1 @ 51 1/2	Yen 2.14
1 @ 15	Rubles 3.49
1 @ 65 1/2	Roubles 7.31
1 @ 1.50	Mex. 11.50
(Nominal)	

## Stock Exchange

## Transactions

## TODAY'S QUOTATIONS

Shanghai, October 27, 1917.	
Official	
Telephones Tia. 82.00	
Consolidated Tia. 2.30	
Shanghai Pahaage Tia. 1.50	
Unofficial	
Gulas "L" Tia. 7.25	
Bukits Tia. 3.50	

## Hongkong Share Market

Hongkong, October 19.—Messrs. Moxon and Taylor write as follows: The continued slump in sterling Exchange has had a marked effect upon the local share market which is now extremely active, many stocks showing advances. The sensation of the week has been the jump in deferred Indos as recorded below.

Shanghai remains practically unaltered but strength is evinced in most Cotton Mill shares.

Bank have improved their position to a buying rate of 1670 with few shares coming out. London quotes 487 middle price.

Marine Insurance—Cantons are in demand at \$325 and Unions after sales at \$300 are steady at that rate.

Shipping—Deferred Indos have risen rapidly from \$35 to a buying quotation of \$122 after considerable business at intervening rates. This rise developed in consequence of the following cable from London dated October 16 through Reuter which has appeared in the local Press: "The feature of the Stock Exchange is a spurt in the Deferred shares of the Indo-China Steam Navigation Company, 125, owing to rumors of a working arrangement with the P. and O. Company." Steam-boats are firm at 17 1/2 with a good demand at that rate. Douglases at \$72 are still in request.

Refineries—China Sugars are firmer with business done round about \$85 and a fair demand forward. Malabars are quiet at \$29.

Oils and Mining—Langkats hang fire at Tia. 14. Rauba are offering at 3 1/2. Tronohs and Ural Caspians are nominal at 28s. and 30s. respectively. Shells are wanted at 15.7.6 and Kallans at 40s.

Docks, Wharves and Godowns—Kowloon Wharves are a strong market at \$85 with a fair business doing forward at equivalent rates. Hongkong Docks on rumors of good business have firmed up to a buying quotation of \$120 ex interim dividend (\$2 1/2). Shanghai Docks seem dead at Tia. 72.

Lands, Hotels and Buildings—West Points are quiet but firm at \$85. Hongkong Lands are nominal

at \$88. Hotels are wanted at \$90. Kowloon Lands at \$30 are for sale as are Humphreys at \$6.

Cotton Mills—The following are today's quotations:

Swos Tia. 160.	
Shanghai Cottons Tia. 114.	
Kung Yika Tia. 15 1/4.	
Yangtsepoos Tia. 5 1/4.	
Orientalis Tia. 37.	

Electric Companies—Hongkong Electric would be placed at \$48. China Lights at \$4.10 are wanted.

Hongkong Trams have risen to 36 1/2 at which price a large business has been transacted market closing firm.

Hongkong Tramway Co., Ltd.—The following is an approximate statement of the traffic receipts for the week ended October 13, 1917:

Receipts	Aggregate for week	41 weeks
This year	\$15,308	\$558,921
Last year	14,220	598,145
Increase	1,088	
Decrease	39,234	

Miscellaneous—Watson are on offer at \$6. Cements are better with buyers offering 7.35. Providents have changed hands at 7 1/2 and close with buyers. Indos are neglected at \$149 as are Waterboats at \$13. Dairy Farms are stronger with buyers offering \$22 ex div. Steam Laundries are wanted at \$3. Ropes have improved to a buying quotation of \$36. Powells could be obtained at \$6 1/2.

Rubber, come unchanged from Singapore with the exception of Rungel Bagns which have risen to \$3.85 (Straits).

## London Rubber Market

## Reuter's Service

London, October 26.—Today's rubber prices were:

Plantation First Latex Crepe:

Spot: 2s. 9d. Paid.

January to March: 2s. 9 1/4 d. Value.

Tendency of Market: Dull.

Previous Quotation, London, October 25:—

Spot: 2s. 9d. Paid.

January to March: 2s. 11d. Paid.

Tendency of Market: Steady.

## COMMERCIAL CABLES

## Reuter's Service

London, October 28.—Today's rates, prices and deliveries were:

Consols 2 1/2 % for account ... 158 1/2

Cheques on London at Paris ... Fr. 27.18

T.T. on London at New York ... G. 14.74 1/2

Bar Silver (Spot) ... 42 1/2 d.

Bank of England Rate of Discount ... 4 1/2 %

Market rate of Discount ... 4 1/2 %

Cotton: Egyptian F. G. F. Sakellariadis ... 31.95d.

Cotton: M. G. Fine Seinde ... 17.45d.

Cotton: Goodmiddling American ... 20.92d.

Plantation Rubber November ... 2s. 9d. Paid.

Hornsey's 8 1/4 lb. Shirtings 18s. 7 1/2 d.

Calveys 10lb. Shirtings 25s. 3d.

Taylor's 40s. Tarn 30 1/2 d.

Price of Common to Low Medium Tea fixed 11 pence to shilling.

## ASTOR HOUSE HOTEL, TIENTSIN.

## Cable Address: ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

## THE MANAGEMENT.

## China Mutual Life Insurance Co., Ltd.

## We issue Policies in Sterling Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,

10 Canton Road, Shanghai.

## British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

## FRAZAR &amp; CO.

## Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital ..... £1,500,000

Reserve Fund ..... 1,900,000

Unpaid-up Capital ..... 1,500,000

Head Office: 11 BUNDOCK STREET, LONDON, E. C.

Court of Directors: Mr. Henry S. Cunningham, K.C.I.E. Chairman.

Mr. Alfred Dent, K.C.M.G. Mr. W. H. Neville Goschen, Esq. Mr. R. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq. Lewis Alexander Wallace, Esq.

Bankers: The Bank of England. The London City & Midland Bank Limited.

The London County and Westminster Bank, Limited.

The National Provincial Bank of England, Limited.

The National Bank of Scotland, Limited.

Agencies and Branches: Amoy, Ipoh, Penang, Bangkok, Johore, Malacca, Singapore, Calcutta, London, S. Francisco, Canton, Lyons, Shanghai, Colombo, Malacca, Singapore, Fuzhou, Manila, Sourabaya, Hankow, Medan, Tientsin, Harbin, New York, Tientsin, Yokohama.

London Bankers: London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund, Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Capital (fully-paid) ..... 55,000,000

Reserve Fund ..... 26,900,000

Capital Contributed by the Chinese Government ..... 3,500,000

Reserve Fund ..... 1,750,000

Head Office: Peking.

Paris Office: 9, Rue Boudreau.

London Office: 64, Old Broad St. E.C.

Bankers: London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France.

For Eastern Branches and Agencies: Bombay, Harbin, Peking, Changhai, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayowak, Vladivostok, Hankow, O-Amur, Yokohama.

55 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI, G. CARRERE, Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorized Capital ..... £12,000,000

Subscribed and paid up Capital ..... £11,871,500

Reserve Fund ..... £1,120,000

Investment reserve fund ..... £1,200,000

Head Office: No. 4 Des Voeux Road, Hongkong.

Shanghai Office: No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

M. DIEMER, Manager for China.

## Hongkong &amp; Shanghai Banking Corporation

Paid-up Capital ..... £15,000,000

Reserve Funds: Sterling, £1,500,000 @ 2s. 15,000,000

Silver ..... 18,500,000

Reserve Fund ..... 33,500,000

Reserve Liability of Proprietors ..... £15,000,000

Head Office: HONGKONG

Court of Directors: Hon. Mr. S. H. Dodwell, Chairman.

Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton. F. C. Butcher, Esq. A. H. Compton, Esq. G. T. M. Edkins, Esq. C. S. Gubbay, Esq. E. V. D. Parr, Esq. W. L. Patterson, Esq.

Chief Manager: Hongkong-N. J. STAM.

Branches and Agencies: Amoy, Ipoh, Penang, Bangkok, Johore, Malacca, Singapore, Calcutta, London, S. Francisco, Canton, Lyons, Shanghai, Colombo, Malacca, Singapore, Fuzhou, Manila, Sourabaya, Hankow, Medan, Tientsin, Harbin, New York, Tientsin, Yokohama.

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Head Office: No. 4 Des Voeux Road, Hongkong.

Shanghai Office: No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

M. DIEMER, Manager for China.

## The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital ..... \$20,000,000.00

Paid-up Capital: Chinese Government 10,000,000.00 Chinese Mercantile 10,000,000.00

Community ..... 2,312,500.00

Reserve Fund ..... \$12,312,500.00

Head Office: PEKING.

Branches and Agencies: Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tientsin, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Talyuen, etc., etc.

SHANGHAI BRANCH, 3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum. Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

RUNG HAN-CHANG, Manager.

Banque Industrielle de Chine

Capital ..... France 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.

General Manager, A. J. Pernotta.

Head Office: 74, Rue St. Lazare, PARIS.



## Business and Official Notices

### CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modern—invites your inspection of their Prime Quality Tienstin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tienstin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets in Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from \$7.50 upward.

HWA YENG CARPET FACTORY,

137 Peking Road.

You can't miss our factory: it's right on the road.

### SHANGHAI-NANKING RAILWAY

Train Service Alterations from November 1st, 1917.

#### MAIN LINE

No. 5 up Fast Train will call at Tishuhen at 12.58, Penniu at 13.36, Sinfeng at 14.21 and Kaotze at 15.11 hours.

No. 11 up Fast Train will call at Nansiang at 13.13 and Henglin at 16.20 hours.

No. 4 down Fast Train will call at Weiting at 8.31 and Chenju at 9.59 hours.

No. 6 down Fast Train will call at Wanting at 11.52 hours.

No. 10 down Fast Train will call at Penniu at 14.42, Tishuhen at 15.20, Kwantuli at 17.05, Anning Flag at 18.14 and Nansiang at 18.31 hours.

Nansiang Local trains Nos. 9, 12, 19 and 20 will be withdrawn.

No. 15 up Fast Train will leave Shanghai North at 17.15 instead of 16.55 hours.

The Woosung Branch Line service will be altered as shown below so as to form improved connections with the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Main Line trains.

#### DOWN TRAINS.

Shanghai North:  
Dep. 6.10 7.30 10.30 12.25  
14.50 17.30 19.10 20.40

Woosung Forts:  
Arr. 6.45 8.05 11.05 13.00  
15.25 18.05 19.45 21.15

#### UP TRAINS.

Woosung Forts:  
Dep. 6.50 8.10 11.10 13.15  
16.00 18.10 19.50 21.20

Shanghai North:  
Arr. 7.25 8.45 11.45 13.50  
16.35 18.45 20.25 21.55

#### BY ORDER.

The Traffic Manager.

### ADMINISTRATOR'S NOTICE

Having been appointed Administrator for the estate of Miss Mattie Pounds, deceased, I ask that all claims against the estate be presented to me for settlement. Please address me at Nantunghow, Ku.

FRANK GARRETT.

### STEAMERS

For Sale or Charter. Only genuine applications will be entertained and references required.

Apply to

C. A. MARTINHO MARQUES & Co.

1A Jinkee Road.

15629

Steamers for Charter

Far Eastern Trade routes only. References required from applicants.

Apply to

C. A. MARTINHO MARQUES & Co.

1A Jinkee Road.

#### Freight Space

Offered from Japan to Seattle, Vancouver, San Francisco, New York and any Overland Common Points.

Apply to

C. A. MARTINHO MARQUES & Co.

1A Jinkee Road.

Properties for Sale

Chinese dwelling houses near North Szechuen Road Extension, and on east of Seward Road.

A foreign-built dwelling house near North Szechuen Road Extension.

#### Land For Sale

2 Mows near North Szechuen Road Extension.  
1 Mow on Route de Say-Zoong.  
For particulars apply to

C. A. MARTINHO MARQUES & Co.

1A Jinkee Road.

### KINGMAN & BROS.

DENTAL-SURGEONS  
of the Philadelphia Dental College  
and Garretson's Hospital of  
Oral Surgery,  
Philadelphia, U.S.A.

Will perform all

Kinds of dental operation on modern Scientific principles

And supply

Teeth of Superior Workmanship in  
Vulcanite, Gold and Alloy Plates,  
Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

### NOTICE

THE undersigned beg to notify that Mr. T. CHOW has been appointed MANAGER of their BRANCH OFFICE at SHANGHAI, situated at No. 451 KIANGSE ROAD and not as AGENT, as formerly published in The China Press and Shanghai Mercury from 5th October, 1917, to 12th October, 1917.

All Inquiries for Antimony Regulus, Antimony Crude and White Antimony Oxides, please address to the above Manager.

Wah Chang Mining & Smelting Co., Ltd.

Changshu, Hunan.

### NOTICE

NOTICE is hereby given that I, the undersigned, have this day been appointed MANAGER of the BRANCH OFFICE of WAH CHANG MINING and SMELTING CO., LTD., at SHANGHAI, situated at No. 451 KIANGSE ROAD.

All Inquiries for Antimony Regulus, Antimony Crude and White Antimony Oxides, please address to me at the above address.

T. CHOW

Manager of the Shanghai office of  
Wah Chang Mining & Smelting  
Co., Ltd.

15589

The Cheng Rubber Estates,  
Limited

NOTICE is hereby given that the  
Seventh Annual General Meeting of  
Shareholders of the above Company  
will be held at the Head Office, 71  
Szechuen Road, Shanghai, on Wednes-  
day, the 31st day of October, 1917, at  
1.30 p.m., for presentation of the  
Report of the Directors and Accounts  
to the 30th June, 1917, and the transac-  
tion of the ordinary business of the  
Company.

The Transfer Books of the Com-  
pany will be closed from Friday, the  
26th, to Wednesday, the 31st October,  
1917, both days inclusive.

By order of the Board of Directors,  
HUGO REISS & CO.,  
Secretaries & General Managers,  
Shanghai, 20th October, 1917.

15560

The Senawang Rubber Estates  
Company, Limited.

NOTICE is hereby given that the  
Directors have declared an interim  
dividend for the year ending 31st  
January, 1918, of 10 per cent on  
the issued Capital of the Company  
—being equal to 50 tael cents per  
Share—payable on the 30th October,  
1917, to registered Shareholders on  
record on that date.

The Transfer Books of the Com-  
pany will be closed from the 23rd  
to the 30th October, 1917 both days  
inclusive.

By order of the Board of Directors,  
HUGO REISS & CO.,  
Secretaries & General Managers,  
Shanghai, 16th October, 1917.

15515

MLLE. SPIESS

Marcel Wavirg, Hair Dress-  
ing (any style), switches  
and transformations made  
to order.

Manicure for  
Ladies and Gentlemen

Scalp and face massage

Terms Moderate

OFFICE 58

2nd Floor Astor House

15473 15566

### NOTICE

Notice is hereby given that for  
the convenience of German and  
Austrian Subjects registration offices  
have now been established outside  
the Settlement limits. Commencing  
from October all German and Aus-  
trian subjects residing outside the  
Settlement limits should within the  
prescribed periods either register  
themselves at the Branch Investiga-  
tion Office in the Central Police  
Station of the Second District of  
the City (No. 2097 Chaotow  
Road, outside west gate) or at the  
Branch Investigation Office in the  
Central Police Station of the Fifth  
District (No. 25, Pao Shan Road).

Henceforth all male adults must  
register twice a month between the  
14th to the 15th and the 29th to  
the 30th inclusive, and all female  
adults and children, whether resid-  
ing within or outside the Settlement  
limits, must register at the respec-  
tive Branch Investigation Offices  
once every three months between  
the 25th and the 27th day of the  
third month.

The above Registration Offices  
are open from 10 to 12 a.m. and 2  
to 5 p.m. each day.

All Germans and Austrians must  
conform to the above without fail.

The Sungkang and Shanghai  
Investigation Head Office.

#### ANNOUNCEMENT

##### "V" MODES

NO. 20 NANKING ROAD,  
Flat No. 4.

Ladies' blouses and lingerie,  
Children's clothing a specialty.

##### "V" MODES

No. 20, Nanking Road.

Shanghai Co-operative Society,  
Limited

#### OUR DAY

has just been

#### MOVING DAY

owing to the rapid expansion of our  
business, which has necessitated our  
removal into more commodious pre-  
mises NEXT DOOR.

Note the new address—1295  
BROADWAY where application  
forms for membership and full  
particulars may be obtained.

15401

THE BURLINGTON HOTEL

NOTICE is hereby given that I have  
this day withdrawn the agency of  
the above hotel from Mr. Hugo Reiss  
and revoked my Power of Attorney  
to him dated the 21st of October, 1912.  
Dated the 21st day of October, 1917.

LIU MEN TSOE,  
Proprietor.

15642

We Offer the following  
BARGAINS  
for  
One Week Only

Pure Silk Stockings @ \$1.00 per pair  
All Wool do " 1.00 " "  
Ladies' Wool Vests " 1.58 each  
Children's " " 0.85 "

" " Jerseys " 1.75 "

Ladies' Warm Slippers, 1.18 per pair  
White Cambric Handkerchiefs  
@ \$0.69 per doz.

We also offer Men's Wool Under-  
wear and wool Socks at very low  
prices.

H. G. HILL & CO.

119 Szechuen Road.

PROF. MONTES'

Dancing Academy

ARGENTINE TANGO  
MAXIME BRASILENNE, and all  
the latest dances

Special classes for children and  
adults. For full particulars, apply to  
Box 207, THE CHINA PRESS.

15393 028.

### Silk Market Report

Messrs. Wm. Little and Co., write  
as follows in their weekly silk market  
report:—  
Our last report was dated 19th  
instant.

White Silk.—A small business has  
continued for Europe at some ad-  
vance, but the rise in exchange  
causes the market to close quiet.

Tussah Filatures.—Buffalo, A. B.  
C., Tia 492 av., Pegamua, 1, Tia.  
712 1/2. SSS Marx, 1, Tia. 677 1/2.

Steam Filatures have been in  
small demand for Europe on basis  
of 9/11 den; Gold Double Deer 1, Tia.  
985. Electric Fan Ex. 1, Tia.  
875.

Tussah Filatures 8 coc.—Continue  
dull.

### BAR SILVER

Reuter's Service  
London, October 26.—Today's  
silver prices were:—  
Bar Silver Spot: 41 1/2 d. Quiet.  
Previous Quotation, London, Octo-  
ber 24:—  
Bar Silver Spot: 41 1/2 d. Quiet.

DR. JAMES YUKING (Uro-  
logy only) has moved to  
F.129 Bubbling Well Road, oppo-  
site Race Course.

Hours 10-12; 2-4 Daily.  
Phone 4718.  
Advice Confidential.

### The North China Insurance Company, Limited.

NOTICE TO SHAREHOLDERS  
The Fourteenth Ordinary General  
Meeting of Shareholders will be held  
at the Head Office, Shanghai, on  
Tuesday, the 30th October, 1917, at  
4.30 p.m. for presentation of the Re-  
port of the Directors and Accounts to  
the 30th June last.

The Transfer Books will be closed  
from the 19th to 30th October, both  
days inclusive.

By order of the Court of Directors  
H. G. SIMMS,  
General Manager,  
Shanghai, 16th October, 1917.

15510

Do you want to

### MAKE A PRESENT?

During this week we  
offer special reductions  
on

### EMBROIDERIES

The Cathay Lace Co.

19 Nanking Road, Shanghai  
Phone 2064

### Amusements

#### TOWA CINEMA THEATRE

No. 3 Wuchang Road (Near Chapeo Road)

PROGRAMME  
for October 28th  
"HAZEL KIRKE"  
Pathe's Gold Rooster Play.  
IN FIVE PARTS  
Featuring PEARL WHITE, Bruce  
McRae, and Creighton Hale.

"THE JUNGLE CURE"  
A clever and original animal comedy  
film.

CHANGE OF PROGRAMME  
EVERY MONDAY and FRIDAY

MATINEE TODAY  
at 2.30 p.m.

Admission Prices:  
30 cts., 20 cts., and 10 cts.

## OLYMPIC THEATRE

LAST TWO NIGHTS OF THE CELEBRATED  
SPANISH ARTISTS

## "THE MIGNONS"

AND

MARGUERITE CLARK

IN THE CELEBRATED ROMANCE

## "MOLLY MAKE-BELIEVE"

A PARAMOUNT 5-PARTS FILM.

### U. K. METAL MARKET

Reuter's Service  
London, October 26.—Today's  
metal prices were:—

f. o. b. Standard Copper G. M. B. 125 0 0  
American Electrolytic 99 130 0 0  
99% Copper f. o. b. 130 0 0  
Lead L. B. C. f. o. b. per ton. Nominal.  
Soft Lead "Spanish" f. o. b. 30 0 0  
Quicksilver, Second hand  
Ex Warehouse f. o. b. (1a.  
Extra in flask) Nominal 20 10 0  
Muntz Metal, f. o. b.  
London or Liverpool

(less 1/2%) ..... Nominal.  
Standard Tin (Cash) ..... 247 15 0  
Spelter (ordy soft) f. o. b. 52 0 0  
Galvanised Sheets 24  
f. o. b. ..... 26 5 0  
Standard Tin (3 Months). 247 10 0

### SILK MARKET

Reuter's Service  
London, October 26.—Today's  
silk prices were:—  
Silk of Price:  
Blue Elephant ..... 22s to 22s. 6d.  
Gold Killing ..... 19s to 19s. 6d.

### LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write  
as follows in their weekly share  
market report:—

The market has been quieter this  
week and rates in certain cases have  
slightly rooded. This is no doubt  
partly due to a reaction after the  
pronounced buying activity of the  
preceding two weeks, but the rise  
in exchange is probably the chief  
factor contributing to the present  
easier tone of the market.

## AMUSEMENTS

### APOLLO THEATRE

Programme for October 28th.

Italian Documentary War Film.

## "ON THE WAY TO GORIZIA"

The greatest film ever exhibited in Shanghai, and one that will live  
for ever in history. Creeping, crawling, hanging, swinging, yet ever onward  
go those gallant Italian Allies. Come tonight and see this wonderful film.

We shall also screen

"JUST A FEW LITTLE THINGS"

Comedy.

"COAST FISH OF THE ENGLISH CHANNEL"

Nature Study.

PATHE'S AMERICAN GAZETTE

PATHE'S BRITISH GAZETTE

Brilliant of newsy pictures.

"DEVIL'S LITTLE JOKE"

A great comedy cartoon by Dudley Buxton.

Dress Circle \$1.50, Stalls and Pit usual prices.

MATINEE, TODAY at 3 p.m.

Programme for October 29th, 30th and 31st

## "MYSTERY OF THE DOUBLE CROSS"

Episode 9:

"WHEN JAIL BIRDS FLY"

Have you discovered the identity of that man in the film?

"The Masked Stranger"

We shall also screen:

"FLORENCE ROSE FASHIONS"

A special for the ladies.

Items from the U. S. A.

"PATHE'S BRITISH GAZETTE"

Happenings in Homeland.

A bright amusing comedy.

At the Apollo—Always a good show

### OLYMPIC THEATRE

Saturday, November 3rd

### VOCAL RECITAL

by the

Celebrated Dutch Singer

## MARIA LAST

THE GREAT RUSSIAN PIANIST

## A. MIROVITCH

at the Piano

BOOK N.W. OPEN at MOUTRIE'S

Prices: \$3.00, \$2.00, \$1.00

## Isis Theatre



## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent
Oct 28	5.00	San Francisco	Pangan	Sis. E. A. Co.	
Nov 10	5.00	San Francisco	Tenyo maru	Jap. Alexander	
Nov 13	5.00	San Francisco	Venezuela	Am. P. M. S. S. Co.	
Nov 15	5.00	Tacoma & Seattle Wash	Manila maru	Jap. O. S. K.	
Nov 19	5.00	San Francisco	China	Am. C. M. S. S. Co.	

## FOR JAPAN PORTS

Oct 29	7.30	Kobe	Kaga maru	Jap. N. Y. K.	
Nov 10	7.30	Nagasaki, Moji and Kobe	Yawata maru	Jap. N. Y. K.	
Nov 13	7.30	Nagasaki, Moji and Kobe	Tenyo maru	Jap. Alexander	
Nov 15	7.30	Nagasaki, Moji and Kobe	Katori maru	Jap. N. Y. K.	
Nov 18	7.30	Nagasaki, Moji and Kobe	Kumano maru	Jap. N. Y. K.	
Nov 21	7.30	Nagasaki, Moji and Kobe	Bakuryu maru	Jap. N. Y. K.	
Nov 24	7.30	Nagasaki, Moji and Kobe	Omi maru	Jap. N. Y. K.	
Nov 27	7.30	Nagasaki, Moji and Kobe	Kasuga maru	Jap. N. Y. K.	
Nov 30	7.30	Nagasaki, Moji and Kobe	Yamashiro maru	Jap. N. Y. K.	
Dec 3	7.30	Nagasaki, Moji and Kobe	Chikago maru	Jap. N. Y. K.	

## FOR EUROPE, INDIA, STRAITS, ETC.

Nov 7	8.30	Liverpool etc.	Hirano maru	Jap. N. Y. K.	
Nov 11	1.00	London etc.	Kaga maru	Jap. N. Y. K.	
Nov 28	1.00	London etc.	Yokohama maru	Jap. N. Y. K.	

## FOR SOUTHERN PORTS

Oct 28	10.00	Swallow & Hongkong	Shenkin	Br. B. & S.	
Oct 29	10.00	Ningpo	Hsin Fook	Br. B. & S.	
Oct 30	10.00	Ningpo	Hsin Ningshao	Br. B. & S.	
Nov 1	10.00	Ningpo	Poochi	Br. B. & S.	
Nov 2	10.00	Ningpo	Chl. C. M. S. N. Co.		
Nov 3	10.00	Ningpo	Chl. C. M. S. N. Co.		
Nov 4	10.00	Ningpo	Chl. C. M. S. N. Co.		
Nov 5	10.00	Ningpo	Chl. C. M. S. N. Co.		
Nov 6	10.00	Ningpo	Chl. C. M. S. N. Co.		
Nov 7	10.00	Ningpo	Chl. C. M. S. N. Co.		

## FOR NORTHERN PORTS

Oct 28	10.00	Wei-hai-wei, Chefoo & Tientsin	Yingchow	Br. B. & S.	
Oct 29	10.00	Wei-hai-wei, Chefoo & Tientsin	Fengtien	Br. B. & S.	
Oct 30	10.00	Wei-hai-wei, Chefoo & Tientsin	Sakaki maru	Br. B. & S.	
Nov 1	10.00	Wei-hai-wei, Chefoo & Tientsin	Shanghai	Br. B. & S.	
Nov 2	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		
Nov 3	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		
Nov 4	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		
Nov 5	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		
Nov 6	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		
Nov 7	10.00	Wei-hai-wei, Chefoo & Tientsin	Chl. C. M. S. N. Co.		

## FOR RIVER PORTS

Oct 28	10.00	M.N. Harrowers	Kiangtsoo	Chl. C. M. S. N. Co.	
Oct 29	10.00	M.N. Harrowers	Tungting	Br. B. & S.	
Oct 30	10.00	M.N. Harrowers	Tsao maru	Jap. N. Y. K.	
Nov 1	10.00	M.N. Harrowers	Kiangwah	Chl. C. M. S. N. Co.	
Nov 2	10.00	M.N. Harrowers	Loongwo	Br. J. M. & Co.	
Nov 3	10.00	M.N. Harrowers	Nanyang maru	Jap. N. Y. K.	
Nov 4	10.00	M.N. Harrowers	Chungking	Br. B. & S.	
Nov 5	10.00	M.N. Harrowers	Foyen	Br. B. & S.	
Nov 6	10.00	M.N. Harrowers	Kiangwan	Chl. C. M. S. N. Co.	
Nov 7	10.00	M.N. Harrowers	Taiyang maru	Jap. N. Y. K.	
Nov 8	10.00	M.N. Harrowers	Sulay maru	Jap. N. Y. K.	
Nov 9	10.00	M.N. Harrowers	Loongwo	Br. J. M. & Co.	
Nov 10	10.00	M.N. Harrowers	Fengyang maru	Jap. N. Y. K.	
Nov 11	10.00	M.N. Harrowers	Nankai	Br. B. & S.	

## Arrivals

Date	From	Ship's Name	Tons	Flag	Agent	Berth
Oct 27	Ningpo	Kiangtsoo	9019	Chl.	C. M. S. N. Co.	KLW
Oct 27	Wanchow	Kwangchi	314	Chl.	C. M. S. N. Co.	KLW
Oct 27	Chefoo	Feiching	964	Chl.	C. M. S. N. Co.	KLW
Oct 27	Japan	Yawata maru	3362	Jap.	N. Y. K.	KLW
Oct 27	Poochi	Haas	1839	Chl.	C. M. S. N. Co.	KLW
Oct 27	Hankow	Tungting	1264	Br.	B. & S.	ONB
Oct 27	Hankow	Chenan	1068	Br.	B. & S.	CNWW

## Vessels Loading

## For River Ports

HANKOW and PORTS.—The Str. Kiangtsoo, Capt. A. S. Malcolm, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The China Navigation Co.'s Str. Tungting, Capt. Wavell, will leave from the French Bund on Monday, October 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co.'s Str. Tafo Maru Capt. S. Hosokawa, will be despatched from Pootung N.K.K. wharf on Monday, October 29, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangwah, Capt. John McArthur, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Nanyang M. Capt. K. Takeshita, will be despatched from Pootung N.K.K. wharf on Tuesday, October 30, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, Capt. P. F. Findlen, will leave on Tuesday, October 30, at about 12 o'clock midnight. For Freight and Passage, apply to Jardine, Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Tuesday, October 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

AMOY.—The Str. Kwangchi, Capt. C. Smith, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Chenan, Captain Barkus, will leave from the French Bund direct for the above ports on Tuesday, October 30, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinking Captain Benson, will leave from the French Bund direct for the above ports on Thursday, November 1, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via POOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtsepooh wharf on Nov. 6, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to the Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

HONGKONG.—The Str. Chicago Maru, Capt. T. Salto, will be despatched from the Co.'s Yangtsepooh wharf on November 9, at daylight. The steam-launch conveying passengers on board will leave the customs jetty at 10 a.m. on the same day. For Freight or Passage, apply to the Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

## For Northern Ports

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Yingchow, Capt. J. Gibbs, will leave from the French Bund on Sunday, October 28, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Fengtien, Captain Harris, will leave from the French Bund on Tuesday, October 30, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO DIRECT.—The Kailan Mining Administration, chartered s.s. Yodo Maru October 30. For Freight or Passage apply to Agent, 1 Jinkee Road Tel. No. 319.

CHEFOO.—The Str. Feiching, Capt. A. H. Baines, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG and NEWCHOW.—The China Navigation Co.'s Steamer Sungkiang, Captain H. Trowbridge, will leave on Tuesday, October 30, at 11 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

TIEN-TSIN Direct.—The Kailan Mining Administration s.s. Kwangping, Capt. J. Gibbs, will leave on Tuesday, October 30, at 11 a.m. For Freight or Passage apply to Agent, 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Thursday, November 1, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Saturday, November 3, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHOW.—The China Navigation Co.'s Str. Pootung, Capt. P. R. Parnell, will leave on Sunday, November 4, at 1 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

TIEN-TSIN, DAIREN and TSING-TAO.—The Str. Keelung M. Capt. T. Kamiashi, will be despatched from the Co.'s pootung wharf on Nov. 7, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, apply to the Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

## For Foreign Ports

SAN FRANCISCO via NAGASAKI INLAND, SEA, KORE, YOKOHAMA and HONOLULU.—The s.s. Tenyo Maru, 22,000 tons, Captain H. S. Smith, will be despatched on Tuesday, October 30. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For Passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA & SEATTLE, CALLING AT VICTORIA B. C. via NAGASAKI, KORE, YOKOHAMA, SHIMMIDZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kobayashi, will be despatched from on Tuesday Nov. 13, at daylight. Though Bills of Lading are granted for American Ports and overland paths connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at 10 a.m. on the same day. For Freight or Passage, apply to the Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

WENCHOW via NINGPO.—The Str. Poochi, Capt. J. Mackel, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Haas, Capt. P. H. Wallace, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

## C. N. C. CHINA NAVIGATION CO., LTD.

## YANGTSE RIVER &amp; CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luoyi, Nagankin, Poyang, Tatung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

\*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anbul, Chenan, Yingchow, Sinking, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIEN-TSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hain Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are fitted with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Pootung Road.

BUTTERFIELD & SWIRE, Agents, 21-23 French Bund. Freight: Telephone N. 77. Passage: Telephone No. 401.

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For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
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Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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Safety and comfort of passengers our first consideration. For information re freighter passage apply to:

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(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C. arr. leave.

"MANILA MARU" (18,000 tons) Capt. N. Kobayashi, Nov. 12, Nov. 13 arr. leave.

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The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

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OSAKA SHOSEN KAISHA

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## It is not too early

to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver ..\$546.12	St. Louis ....\$689.57
Seattle ..... 557.31	Toronto ..... 734.62
Portland ..... 574.13	Buffalo ..... 729.47
San Francisco. 629.33	Montreal ..... 750.28
St. Paul ..... 670.94	Boston ..... 753.05
Chicago ..... 697.30	New York ..... 750.28

Fares to other destinations quoted on application.

We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc., apply to:

G. M. JACKSON, General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building, Tel. Central 132.

For through bills of lading, quotation of freight rates, etc., apply to:

L. E. N. RYAN, Agent, Corner Peking and Yuen Ming Yuen Roads, Tel. Central 131.

## T. K. K. TOYO KISEN KAISHA (ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

## SEMI-TROPICAL ROUTE.

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## PROPOSED SAILINGS FOR SAN FRANCISCO.

TENYO MARU ..... 22,000 tons, from Shanghai, Oct. 29 1917  
SHINYO MARU ..... 22,000 tons, from Shanghai, Nov. 26, 1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

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T. N. ALEXANDER, Agent,

North China Insurance Co.'s Building (Entrance, 71 Szechuen Road.)

'Phone No. 3229.

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(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

## SAN FRANCISCO

VIA NAGASAKI, KOBÉ, YOKOHAMA AND HONOLULU

NOV. 19, JAN. 29, APR. 13,







# Business and Official Notices

**Union Church Ladies' Society**  
Musical at Home  
in  
**UNION CHURCH HALL**  
On Wednesday, October 31st  
in aid of  
**War Funds**  
Tea 4 p.m. Admission \$1.  
GENTLEMEN INVITED

**The Shanghai Electric Construction Company, Limited**

Notice of Dividend to Holders of Share Warrants to Bearer

NOTICE is hereby given that an interim dividend at the rate of five per cent (ten shillings per share), less income tax at 5s. in the £, for the half year ended 30th June, 1917, has been duly declared upon the share capital of the Company, and will be payable against presentation of Coupon No. 7 (accompanied by the declaration required by H.B.M. Government, forms for which are obtainable at the Hongkong and Shanghai Banking Corporation) on and after the first day of November, 1917, in sterling at The Eastern Bank, Limited, 4 Crosby Square, London, E.C., or may be negotiated in local currency at the demand buying rate on London for coupons on date of lodgment at The Hongkong and Shanghai Banking Corporation, Shanghai. Coupons must be left with the Bankers two clear days for examination before payment.

L. W. HAWKINS,  
Secretary.

15655

## MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN, 1917.  
UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.  
The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum, payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.  
The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.  
Applications forms can be obtained from the Treasurer, Finance Department, 24s Klange Road, to whom all inquiries should be addressed.  
By order,  
N. O. LIDDELL,  
Acting Secretary,  
Council Room,  
Shanghai, March 23, 1917.

15651

## Fresh Butter.

### "Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

### "Meadow" Brand

An excellent Butter for the table. May be used as first class cooking.

### "I.X.L." TASMANIAN JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar. Large assortment to select from.

TO BE OBTAINED OF ALL STOREKEEPERS.

### Tinned Butter

### "ROSE" BRAND

and

### "BUTTERCUP" BRAND

Finest Australian

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

## Shanghai Women's Christian Temperance Union

### A MEETING

for  
WOMEN ONLY

will be held in

### UNION CHURCH HALL

On Thursday, November 1st

when an address will be given by

Dr. Margaret Polk

on

"Commercialized Vice"

The chair will be taken at 5.30 p.m. by

MRS. BILLINGHURST.

15656

## In the Consular Court of United States SHANGHAI, CHINA

In re estate of Helen Lee Richardson, Deceased

Pursuant to an order of said Court, notice is hereby given to all persons having claims against said estate of Helen Lee Richardson, deceased, to present the same with vouchers, to Margaret H. Polk, at Shanghai, China, executrix of said estate, on or before Jan. 1st, 1918, and all persons owing debts to said deceased are hereby notified to make payment of same in due course, to said executrix.

MARGARET H. POLK, EXECUTRIX,  
110 Range Road,  
Shanghai, China.

14599

## OPEN LAWN TENNIS TOURNAMENT

to be held at the  
CERCLE SPORTIF FRANCAIS  
On November 10, 11, 12, 13, 14, 15 and 16, at 2 p.m.

Hardcourt Championships:  
Gentlemen's Singles  
Ladies' Singles  
Gentlemen's Doubles  
Ladies' Doubles  
Mixed Doubles  
4 Grasscourt Handicap Events as 1 to 4 above

American Tournament  
Entries close at Noon on Saturday, November 3rd, 1917.  
Entry forms may be obtained from:  
L. A. CHILL, Hon. Sec. & Treas.  
c/o Probst, Hanbury & Co., Ltd.,  
10 Nanking Road.

15654

## THE BURLINGTON HOTEL

Notice is hereby given that the above hotel continues to carry on business as usual under the management of Mr. J. A. W. Loureiro. Dated the 26th day of October, 1917.

LIU MEN-TSOR,  
Proprietor.

15652

## KULING ESTATE

Applications for the position as Manager of the above Estate will be considered at the Council Meeting November 14th, 1917.

Applications, stating previous business experience, knowledge of Chinese spoken and written language, knowledge of building and road construction, also reference, should be sent to the Chairman of the Council, Rev. S. H. Little, American Church Mission, HANKOW.

Prof. I. K. Seto  
EXPERT MASSEUR  
(15 years practice in America.)

Electric and Steam Vapor and TURKISH BATHS for ladies and gentlemen. Hours from 10 a.m. to 12 p.m. 25 North Szechuen Road, opposite Quinsan Road, Shanghai.

15653

Have you tried our

## "UPPER CRUST"

## Rye Whiskey?

—THE WHISKEY—

—OF QUALITY—

Phone 2021

GARNER, QUELCH & CO.

WINE MERCHANTS

73 Szechuen Road

## The Tientsin-Pukow Railway Administration

Notification No. 265.

### INVITATION OF TENDERS (138/2).

The public is hereby notified that tenders are invited for the supply to this Railway of the following quantities of Sleepers, Bridge Ties and Crossing Timbers, viz.:

170,000 pieces of first class Japanese Oak or other hard wood of similar quality Railway Sleepers to be delivered c.i.f. including Custom Duty and War Risk at our Chentaungchuan Wharf.

879 pieces of first class Japanese Oak or Hallin or Oregon Pine or other hard wood of similar quality Crossing Timbers to be delivered c.i.f. including Custom Duty and War Risk at our Chentaungchuan Wharf.

30,000 pieces of first class Japanese Oak or other hard wood of similar quality Railway Sleepers to be delivered c.i.f. including Custom Duty and War Risk at our Pukow Wharf.

1,500 pieces of first class Japanese Oak or other hard wood of similar quality Bridge Ties to be delivered c.i.f. including Custom Duty and War Risk at our Pukow Wharf.

1,200 pieces of first class Japanese Oak or Hallin or Oregon Pine or other hard wood of similar quality Crossing Timbers to be delivered c.i.f. including Custom Duty and War Risk at our Pukow Wharf.

Tender forms attached with specifications and full particulars may be obtained free of charge on application to the Head Office of the Railway, Tientsin, Hopei.

Tenders must be signed, sealed and marked "Tender for the supply of sleepers, bridge ties and crossing timbers" and addressed to the Managing Director, Tientsin-Pukow Railway Administration, Tientsin. The same must reach the above address on or before twelve o'clock noon of the 12th day of November, 1917, and will be opened at three o'clock in the afternoon of the same day.

The order or orders for the goods will be given to the tendering firm or firms, whose tenders have been accepted, not later than the 26th of November, 1917, during which time and including which date the prices of all tenders must hold good.

No tenders will be entertained unless presented within the time given and made on the forms supplied by this Railway.

The Managing Director does not bind himself to accept the lowest or any of the tenders and reserves the right of placing the order in lots.

(sd.) S. C. SHU,

Managing Director,

The Tientsin-Pukow Railway

Administration.

Tientsin, October 25, 1917.

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

## METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

## SATISFIED CUSTOMERS

ARE

NEVER SATISFIED

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FOR MORE OF CLUFF'S

DELICIOUS

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TINNED FRUITS

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SHANGHAI IN A LOOKING GLASS

A Variety Entertainment Including an Exhibition of

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will be given in the

## OLYMPIC THEATRE

ON

Saturday, Nov. 10 and Wednesday, Nov. 14

All expenses having been privately subscribed, the Gross Income from the performances will be devoted to the British Women's Work Association and French War Charities respectively.

Prices \$3.00 and \$1.00

Booking at MOUTRIE'S Now Open

## Schaefer Beer

### Light and Dark

The choicest product of the oldest lager beer brewery in the United States.

Try it once and you will buy it always!

C. EDDIE & CO.

1132-33 Broadway

Tel. North 639

15492

## American Grape Fruit

Potatoes

Oranges and Lemons

Smoked Cod's Roe

75 cents per lb.

American Salt Mackerel

60 cents each

Salt Anchovies

50 cents per lb.

Motor Delivery Service

C. EDDIE & CO.

1132-3 Broadway, Shanghai

Telephone North 639

THERE are those whose will-power is very good when they have decided what they will do. But they find it difficult to arrive at a decision. They balance the pros and cons to weariness, and cannot settle the matter in hand. The truth is, their minds are confused, and it is but vaguely that they think at all. If this is your habit—that of indecision—you must summon your entire strength to its destruction. The difficulty is more or less constitutional; nevertheless it may be overcome.

**WIDLER & CO.,**  
Chungking, West China

Born 1916—Still Existing.

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

### APARTMENTS

#### WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms / Front and back, with bathrooms and verandah to let. Moderate prices. Good table.

Tel. 3482

15650

#### Nos. 8 & 11 Quinsan Gardens

Phone 3545

In No. 11, facing park, a large bedroom with closed verandah and sitting room combined. Bathroom attached. Suitable for small family

#### Oriental House

81 Boone Road

One large room and one large attic room, well-furnished, bath-room and verandah. Moderate prices. Table under the personal supervision of the American proprietress.

15288

### FOR SALE

OLD-ESTABLISHED and popular boarding house, 20 rooms. Inspection invited. Apply to Box 297, THE CHINA PRESS.

15643 O.30

TO LET, comfortable bedroom, with balcony and bathroom attached; also attic room, with board. Moderate terms. 12A Quinsan Gardens.

15660 N.1

LARGE sitting-room, bedroom, private bath, and enclosed verandah. Also small single rooms. Apply to Box 298, THE CHINA PRESS.

15644 N.3

TO LET: Central, near Bund, a small cosy room, well-furnished and with private bathroom attached, good board and attendance. Moderate terms. Immediate occupation. Apply to Box 278, THE CHINA PRESS.

15593

TO LET, 4 Kwenming Road, containing 4 rooms, with bathroom. Rent 27 Taels. Apply on premises.

15640 O.30

TO LET, furnished flat, comprising 2 large rooms, enclosed verandah, separate kitchen and bathroom. Apply to Box 295, THE CHINA PRESS.

15628 O.30

TO LET: For married couple, large double-room, with bathroom attached. Good furnishings and board. Rate, Mex. \$140. Centrally situated, in nice surroundings. Quiet. Apply to Box 287, THE CHINA PRESS.

15616 O.30

LARGE front room, suitable for two, bathroom and verandah attached, also small rooms. Good board and attendance. 1 Young Allen Terrace, opposite Quinsan Gardens.

15607 O.31

## Exchange and Mart

WANTED, second-hand hat box and cabin trunk, good condition, moderate price. Apply to Box 299, THE CHINA PRESS.

15649 N.2

FOR SALE: Motor-cycle, N.S.U. make, powerful twin-cylinder, 5 horse-power, Bosch magneto, kick-starter, with side-car attached. Perfect running order. Only Taels 270. Sacrifice sale. Owner going home. Trial given on application to Eastern Garage.

15637 O.30

FOR SALE, 2 greyhounds, 2 years old. Apply to 267 Avenue Joffre.

15645 O.28

FOR SALE, a brand-new No. 1 Jr. Autographic Kodak, size 2 1/4 by 3 1/2, with Zeiss lens F6.3, compound shutter, speed 1/300. Cost \$100.00; will accept any reasonable offer. Apply to Box 296, THE CHINA PRESS.

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### OFFICES TO LET

OFFICES FOR RENT: Office flat, No. 1 Hongkong Road, 2nd floor. Self-contained, 7 large, bright, airy rooms, with north light. Early occupation. Very reasonable rental. For terms apply on premises.

15636

OFFICE TO LET: one large and one small room, rent \$35 per month, water, electric light and taxes included. Apply to Box 282, THE CHINA PRESS.

15698 O.30

### HOUSES TO LET

FURNISHED HOUSE for rent during owner's absence, near French Park. Ready November 10th. An attractive house, with excellent servants remaining. Rental, Tls. 125. Apply to Raven Trust Co., 15 Nanking Road.

15654 O.31

TO LET, for period of four months, to family without children, well-furnished six-roomed house, conveniently located in French concession, large garden, greenhouse, garage and stables. Taels 150. Apply to Box 291, THE CHINA PRESS.

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### SITUATIONS WANTED

POSITION WANTED: American, 28, married, at present credit and sales manager of California Lumber Mill, good salesman; energetic and ambitious, desires a position, with good prospects, in China. Apply to Box 290, THE CHINA PRESS.

15627 O.28

SITUATION WANTED by a young Chinese, who has a good knowledge of bookkeeping, Customs and general office work. Very willing worker; holds good reference. Please apply to Box 276, THE CHINA PRESS.

15654 O.28

### SITUATION VACANT

LADY TEACHER, wanted for English and Music, 5 hours a week. Please state nationality, experience and salary wanted. Apply to Box 292, THE CHINA PRESS.

15633 O.28

WANTED for Tsingtao, an English-speaking, first-class Chinese engineer for a Motor Garage. Knowledge of repairing batteries preferred. Apply to Box 285, THE CHINA PRESS.

15604 O.31

WANTED, by an established American law firm, a competent interpreter. Apply to Box 268, THE CHINA PRESS.

15601 L.5

WANTED, by American family, young lady to assist in care of two children. Apply to Box 250, THE CHINA PRESS.

15514

IF YOU want extra keys made for your Yale Locks call at 39 Nanking Road.

15642

FOR SALE: One "Carbine" camera, almost new, manufactured by W. Butcher & Sons, London; takes 3 X 4 inch pictures, good lens; may be used both for film and plates. In good condition. Complete with plate-holders, leather case and tripod stand. Apply to Box No. 281, THE CHINA PRESS.

15597

FOR SALE: Desirable property on Avenue Joffre, consisting of Mow 2.115. of land and 2 semi-detached residences thereon. In good repair and recently renovated. Annual return Tls. 1,680. Price Tls. 19,000. British Title Deed. Splendid opportunity for realty investment. Apply to Box 280, THE CHINA PRESS.

15596

RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **\$4.00** PER HOUR

CENTRAL GARAGE CO.,

2a Jinkee Road.



# Magazine and Automobile Section of The China Press, Sunday, October 28, 1917

## MYSTERIOUS EASTER ISLAND'S NEWEST PUZZLES



A Panoramic View of the Cyclopean Wall on Easter Island, with Some of the Enigmatic Images Lying Prostrate Upon It.

### A Daring Woman Explorer's Remarkable Discoveries in the Most Perplexing Region on the Face of the Globe—Gigantic Half Buried Statues and Hieroglyphic Writings That May Hold the Secret of the World's First Civilization

By Dr. W. H. Ballou.

THE most extraordinary archaeological and ethnological problem in the whole world is that of Easter Island, a bit of land rising from the Pacific Ocean, two thousand miles from the South American coast, and with no stopping place between.

Easter Island contains the remains of a long vanished, prehistoric people. It has scores of colossal statues buried to their chins in earth or lying shattered on the ground. There is a great cliff from which these statues were quarried and in which some still remain unfinished, as if the makers' tools were dropped in whatever cataclysm it was that wiped the natives out.

Easter Island is an unread page in the history of human civilization. It is not blank, because not only are there these titanic remains, but because whoever the people were who lived there, they had a written language. This script is unlike anything known except Minoan, itself an undecipherable writing used by the prehistoric civilization of Crete.

There are several theories as to the people who carved the statues. Some say that Easter Island was a ceremonial place for the aboriginal civilization of South America. Still others have contended that there may have been a land bridge of islands between the Peruvian coast and this place of statues. Now adding to its mysteries, Mrs. Scoresby Routledge, M. A., a very courageous English woman explorer, who has been three years on the island, tells of the new things she has found there.

Since its discovery on Easter Day, 1722, by the Dutch Admiral Roggeveen Easter Island has undergone considerable change. Mrs. Routledge found. The island, being of volcanic formation, there is very little wood on it which can be used for building purposes. Following the necessity of building shelters the Chilean ranch owners who came there constructed their huts of any stones they found convenient. It therefore requires an education of many months to know whether tumble-down stones are, for example, an old burial place or a ranch wall which has been allowed to fall to disuse.

All along the coast are a series of terraces, the native name for which is Ahu. The ranchmen have demolished these in order to use the material for constructing a sea wall. But even though the ancient and modern creations are in some cases inextricably mixed there are sufficient remaining ruins of the early islanders' work to baffle the efforts which have so far been made to learn the exact nature of the people who first inhabited the island.

These terraces, in which the bones of the dead were buried, average about 300 feet in length and 8 to 14 feet in height. Some walls are comparatively rough in construction; in others the stones are beautifully wrought and fitted. The terrace usually consists of a centre wall with two wings, which are continuous with the centre, but slightly set back from the

sea. On the top of the centre wall is a level platform on which the images used to stand. They had their backs to the sea and looked inland over the corpses and bones of the dead. None of the images remain standing. The suggestion that an earthquake has leveled them is a possibility, but no evidence can be found to confirm such an idea. It seems more probable that the statues were deliberately overthrown by the victors in tribal wars.

The statues, of which some are more than thirty feet high, but which average about twelve to eighteen feet, were made in the quarry of Rano Karuku, an old volcano at the eastern end of the island. In the crater of this extinct volcano the statues may be seen by scores at every stage of completion, left precisely as they were when work was stopped and the workmen laid down their tools. Many of the images, no doubt, were intended to be moved to the terraces and means for carrying them have been discovered. But others certainly could never have been moved because of their enormous size.

But who were these people who carved out these images? Do the present inhabitants know anything of the origin of the great works? Speaking generally, the answer to this latter question is in the negative. There are several scraps of tradition and lore about the statue builders, but very little first-hand information can be obtained. The story which is universally told to account for the cessation of the work is as follows:

"The chief person among the image workers was the cook; she was an old woman of great authority, and moved the statues by a supernatural power. One day on returning to the mountain she found that during her absence the workers had had a great feast of lobster and that nothing had been left for her. So great was her wrath that she threw down the statues and brought the whole work to a conclusion."



One of the Mysterious "Writings" Found on Easter Island. The Symbols Are Entirely Unlike Any Other Written Language Known to Science.



One of the Strange "Bird Men" Carvings Discovered by Mrs. Routledge.

The most striking differences between the statues and the present islanders are found in the hats, ears and inscriptions on the backs.

The hats are square brimmed and project far out over the forehead. The hats which the present natives wear suggest very faintly the hats on the statues. They are made of grass, are round, and have but a very narrow brim. No amount of questioning could bring forth an answer that would shed any light on the origin of the hats.

In the case of the ears we have a strong clue. The images, we can see, represent a race which artificially enlarged the lobe of the ear. Upon questioning the oldest inhabitants on this subject it was found that not since the coming of the white men had the male islanders forced their ears into such a form. The coming of the white men seems to have been, in the islanders' minds, about the end of the eighteenth century, when Captain Cook, the discoverer of the Hawaiian Islands, visited Easter Island.

The Inca nation in Peru, which was one of the most highly civilized tribes of the American aborigines, also had the custom of thus enlarging the ear lobe.

Can it be that civilization and learning traveled first from the American continent by way of the Pacific and then to Europe?



One of the Easter Island Images Half Excavated from the Earth in Which It Has Lain for Unknown Centuries.

This is the greatest of the new puzzles Easter Island affords.

The marks on the backs were easily distinguished as tattoo designs which the present day inhabitants still remember.

And now we come to the most amazing of the new mysteries. Hieroglyphic writings or writings of any form are absolutely unknown in the South Seas. Yet on Easter Island there have been found many fragments of tablets which contain markings that can be none else than a written language. At one time these tablets must have existed in great abundance, but they were ordered to be burned by the early missionaries as the works of the devil. Consequently, only sections of them remain.

The men who were able to read and write this language were all carried off by the Peruvian slave traders in 1864. One man still was alive on the island who began to learn the art, but his hand had shaken so that he had given up the attempt. He knew that beginners first practised on the side stem or bark of the banana tree, and then were promoted to write on wood with a shark's tooth.

But there was another kind of writing on the island. A man who was confined to a leper colony was able to write it. He said that writing could not be continued to the next line, but must be carried directly across the page. He recited a set of words to each symbol. The man died shortly afterward and put an end to further investigation of the system.

While knowledge of the statues and the writings has almost entirely disappeared, there is still a strong and clear living memory of another cult. This is the ceremony connected with the bird cult. The crater lake of the volcano Rano Kao forms the favorite nesting place for certain sea birds, and here

in the Spring (September) comes a migratory bird whose native name is Manu Tara. The whole life of the island turned on who should be the fortunate man to obtain possession of the first egg of this bird.

The competitors for the egg were duly nominated by a medicine man or woman who dreamed that certain men were suitable in the eyes of the gods to find the egg.

The competitors did not as a rule enter on the actual search, but preferred to hire servants to take the egg from the bird. When the first egg was discovered the name of the finder's employer was shouted across the mainland from the highest point of the island. The happy winner immediately shaved his head and a fire was lighted on the mountain to inform the rest of the island that the egg was found.

At the foot of the mountain was a village at whose termination was a natural outcrop of rocks. These are the rocks of Orongo, on which symbols have been carved in every size and position. They are the figures which have bodies of men and heads of birds. It is almost certain that these carvings represent the bird-men of the different years.

These bird-men became holy. They were only allowed to be buried in the terraces or Ahus. It may, therefore, be surmised that the big statues from the image mountain which overlook the Ahus are also images of the bird-men.

The skulls of some of the older bird-men have been discovered and differ from the regular Polynesian skull and are much more like the people of the Malay peninsula.

Though Easter Island is still an enigma, we are beginning to see more and more the probability that civilization had its birth, not in the Caucasus mountains of Europe, but in the central portion of the South American continent.



# The Military Motif in Street Suits

Lady Duff Gordon Describes the New and Interesting Touches That Our Entrance Into the World War Has Given Fall Fashions

LADY DUFF GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff Gordon  
("LUCILE")

It is most natural that the military motif should recur again and again in autumn apparel.

The great parade of the Twenty-seventh Division which two and a half million persons watched and cheered, through storm and sunshine, imbued shoppers with a desire to wear the resemblance to the straps and buttons, the long coats and the striking hats of the boys who were marching away. Designers had anticipated the enthusiasm that should seek to express itself in many ways among them sartorially.

A result of which is the costume shown on the largest figure on this page. The suit is so military that one fancies the call of the bugle, and the strains of "Over There" accompany it. Clothes have a reaction upon the wearer. Observe the carriage of the girl's body, and the forward and upward thrust of the chin. "A soldier girl" is expressed in every line. The long, belted skirt of the coat reaches within two inches of the hem of the skirt. The huge, flat pockets are of military similitude. The high, straight collar, the breast pockets, the large, round buttons, and the straps on the sleeves, all speak of the army, the country's defenders.

The velvet suit worn by the smaller figure also has the freedom and the lines of military semblance. A further novelty of the costume is the arrangement of the striped velvet. The loose coat is built of longitudinal stripes. But the skirt is fashioned of horizontal stripes. So, the lower third of the coat. The sleeves have stripes running around. The combination is effective for a tall figure.

Separate coats suggest the war front. The long, loose coats will fall in heavy lines of dignity and durability. They will have high, fur collars and wide cuffs. Generally they will be belted.

More particularly in trimmings will the influence of war upon the raiment of women be manifest.

Gilt buttons will be freely used. Self-colored braids will abound.

Hats will bear the signs of military influence. For example, the hat on this page. Note the astrachan of which it is made, and the military shape of it. Such hats are worn by the men in the trenches in winter, for warmth. Observe also the military motif in the trimming. The upstanding feather and the drooping tassel both bear military suggestion.

An expression of sympathy with the war spirit is the choice of colors for the season's wear. Gone are the brilliant colors that have distinguished two previous seasons before war had come to your threshold.

It will be a season of dark colors. Dark blue and purple will be strongly evident. Taupe will furnish its seriousness in the chromatic display. Green will be worn



The Lines and Stripes of This Velvet Suit Have Military Similitude. ("Lucile" Model.)



The Shape, the Upstanding Feather and the Tassel of This Hat, Smack of Camp and Field. ("Lucile" Model.)



The High, Straight Collar, the Breast Pockets, of This Suit, Speak of the Country's Defenders. ("Lucile" Model.)



# MUCH TO REPAY THOSE WHO AWAITED THE PARIS FASHIONS

Brilliant Themes Familiar in Domestic Models Are Emphasised  
But Not Exaggerated, Lovely Color Schemes Furnishing  
The Novelties in the Foreign Modes

By Eleanor Hoyt Brainerd

New York, October 1.—Imported models have been so late in arriving this season that the made in America models have had more than their usual innings.

Whatever the shops are showing most insistently at the beginning of the season is what the crowd accepts as fashion. And since the American manufacturers have had things pretty much their own way in the shops up to the middle of September the ideas they have exploited are fairly well fixed in the average feminine mind. The truly canny have waited for the full knowledge of Parisian achievement and there's much to repay them for waiting; yet after all even the last word or last model from Paris need demand no right about face from the earliest of early bird shoppers. A woman may grieve that she had not the patience to wait until certain lovely color schemes, certain interesting details in trimmings might have been furnished, but as for having bought something that the Parisian verdict does not endorse, none of the better class of American designers has led forehanded folk into such a blunder as that.

On the contrary, the French models now that they are here, or that enough of them are here to be representative, merely emphasize points already made, elaborate brilliantly themes which have since the first of August been familiar.

Every one has accepted the idea of the straight lines, the bodices fitted a little more closely than the chemise robe, the narrow skirts, the tunics, the panel arrangements, the high collars, the long sleeves, the coats of varying lengths.

Paris illustrates all of these points delightfully, but not startlingly. It is difficult to startle the fashionable world nowadays, when seasons overlap as they do and Paris agents and the cable keeps the New World so well aware of every move Paris makes in the game of fashions.

Imported or domestic, the new clothes are lovely. Exaggeration has not yet begun to do its worst, and models are, on the whole, of considerable charm, as well as of French things, of course. But the wearable things are in the majority, and this holds good in the cheapest shops as well as in the most exclusive establishments, though, for a certain sort of distinguished simplicity which is very much a la mode, exquisite materials are practically essential. Your very cheap stuffs need some challenging detail to distract attention from the inferior material.

The materials employed for the very chic models are beautiful indeed and though the story has been told before it bears retelling, since the imported collections endorse the early season verdicts of our own designers.

Paris has perhaps put less emphasis on brown, more on the blues and grays and greens, than has New York, yet brown is an insistent note among the importations, and the woman who bought a brown suit a month ago need not regret her choice for any reason save that the shops are perhaps a bit flooded with brown.

The blues of gray and green tones, the dark blues, taupe and all the soft grays, greens, in bluish and grayish shades, as well as in the harder, stronger, livelier and billiard cloth, beet-root and other deep reds, mahogany and copper, some good purples, the long line of browns from beige and castor to seal, and above all, black—these are the colors Paris loves and New York accepts, only New York, as we have said before, is inclined to put the browns at the head of the list.

Never, surely, were so many models sent across seas in black. There's a grimness back of that statement, back of the fact itself. When one stops to realize why Paris thinks so largely in terms of black and gray, the fashion element in these colors seems vastly unimportant. Still, fashions there are, and fashions there will be, and the chronicler of fashion phenomena can but tell the facts.

Parisian black is a fact beyond dispute. Often it is lightened by other color, though this color is quite likely to be nothing more lively than gray or beige or some soft blue; but black velvet, black satin, black cloth relieved but lightly, if at all, figure prominently in every group of imported models.

Often, practically always, it is what one might call gay black, black of exquisite materials and of a dashing cachet the reverse of sombre. Black can be more arresting, more audacious, more extreme in its modishness than any color, and many of the new models in black velvet and in black satin are ultra chic.

Black satin is in high favor for the frock and coat costume and the two piece suit. This has been tried before as a winter mode without any very pronounced success; but this season the indorsement is so overwhelming that the mode seems assured. The severity and cost of fine woollens has somewhat to do with the situation, but the mode as it is handled now needs no excuse.

The argument against satin street costumes for winter, as against all silks for winter street wear, has been that they were not warm enough, or even if made warm enough by interlining did not look warm. The makers now frankly line their satin with cloth, lavish fur upon it and give it warmth and the appearance of warmth. Sometimes, as in one admirable French model,

the black satin coat has a waistcoat, collar and cuffs of black cloth and is lined in similar cloth, while fur is used only to border the high close collar and the cuffs.

Or possibly all black is too sombre for one's taste. There are plenty of models in black satin not open to that reproach, model whose open coat fronts show piquant waistcoats of cloth or faille in color or white. A high necked waistcoat of soft jade green duvetyn, buttoning all the way up the front and on up through the straight standing collar, is the color note in one black satin model. Another black satin coat on Directoire lines has a waistcoat of yellow beige cloth.

The familiar device of using a colored frock top with a black lower skirt and making the coat of black fall low enough to cover the colored section has not been abandoned and one sees delightful models of this type in black satin, velvet and cloth, with frock tops of beige, robin's egg or Joffre blue or gray.

Of the black velvet frock and black velvet coat costume we spoke last week. Nothing else in black is so becoming, though satin or cloth may be more practical for general afternoon wear, and in both frocks and suits black velvet is extremely popular.

One may have it in a coat and skirt of air as severe as velvet, can achieve a simple, straight, narrow skirted model, bound like a plainly tailored cloth suit in black braid, but not cut on mannish tailored lines. Or one may have it deeply boned and cuffed and collared high in fur.

It may be all in black or may be relieved by color, and in the cases of both black satin and black velvet it is no unusual thing to see the black material relegated merely to a narrow skirt over which falls a long, clinging high necked unit of colored cloth or satin—gray or copper or medium blue perhaps—fur trimmed.

Black gabardine and black serge very popular for frocks during the Paris summer, are offered again in simple but fetching one piece models narrow shouldered, narrow skirted drawn in to the figure a little about the waist, long sleeved and possibly showing just a few touches of color in embroidery on a waistcoat of collar or white or colored satin or faille or cloth. Gray or castor velvet finished cloth

of some kind is greatly liked for trimming the black cloth suit or frock.

The dark blue serge or gabardine frock and suit are also likely to have touches of color about them, though many models in this class have only the usual trimmings of black braid or black satin, with some bit of white about the neck. The earliest models of the season showed much embroidery in softly bright colors, or rather each model showed a little of such festive adornment, but Paris apparently considers this vieux jeu, for comparatively few of the French frocks in dark blue cloth have such trimming.

Indeed, Paris seems to have tired of embroidery, or at least the French designers are using less of it than they did, and introducing color in contrasting material for collar or collar linings, waistcoats, etc. Some very good looking dark blue serge models, trimmed in black braid or black satin, have chemisettes of soft white satin with high, close, softly wrinkling collars.

Before we get too far away from the discussion of the part black plays in the new season's modes the black

evening gown should have its meed of praise. It is here in innumerable charming phases, in velvet, satin, tulle lace and in combinations of these various stuffs.

Sometimes it is all black, brightened perhaps by jet. Again it shows gleams of gold or silver, or small, or it may be combined with string color lace. Almost always sheer black relieves heavy black if the string color lace is not in the scheme.

Some sort of clinging overdress and train in the heavier material over a petticoat of the sheer fabric, or a panelled arrangement of the heavy stuff over skirt of the thinner material is the usual thing. The trained models are prone to very clinging effects sweeping round the figure with a one sided movement, but the short frocks affect the panels and often soft side draperies of tulle or lace.

A good black satin model of a type that will be useful for the informal evening year that will be very general this season has a draped overskirt over a narrow trained underskirt, and the bodice front is entirely of soft gold cloth framed in narrow bands of jet. The side bands of jet run on up over the shoulders, narrowing to cling round the base of the throat at the back and supporting the layer of black tulle which redeems the back from deep décolletage.

The jet shoulder bands are starting points too for graceful, floating wing

sleeves of black tulle; and though all this tulle does little to shield one from a cold world it does, in fashion's eyes, convert the frock from full evening dress to informal evening dress. Such frocks worn with the lovely big hats of the season will be the smart thing for restaurant wear.

But all the world is not going clad in black, and where one sees one black suit in the shops one sees a hundred in color.

As has been said before brown is possibly the color most often repeated outside of the French importations, and if one loves brown and can wear it at all now is the time to indulge one's taste.

Perhaps it is because the season's woollen stuffs lend themselves particularly well to the brown shades that the tones of this color seem lovelier now than ever before. The velvety finish of most of the hand-made clothes gives a softness that changes the character of even long familiar shades and mellows even the harsher and more brilliant browns.

All of the medium shades—havana, maroon, etc.—the castor, leather and beige shades, the deep African and seal, all shades of brown, take on beauty this year, and particularly in velvet finish woollen with fur trimmings are desirable. The soft cashmere weaves are good in brown also, and there are good brown homespun and chevrons with fuzzy surfaces, but the

hard finish woollens are hardly so good looking in browns as in some of the other colors.

Castor is exceedingly popular in both woollen velours and velvet, and trimmed in braid embroidery and self-tone fur is featured prominently. Quantities of nutria are used in trimming soft browns of harmonising shades and other pelts are dyed to tones matching brown stuffs. Darker furs are used also, but the costume

all in one tone is especially liked for the one tone effects in costume.

There is a growing feeling in Paris for the one tone effects in costume, and though now many contrasting combinations of color are offered it may be that the late season will see this one tone idea emphasized, costume, hat, shoes, gloves en suite. The effect is always good in a certain way, but it is exacting and unless skillfully handled leads to monotony.

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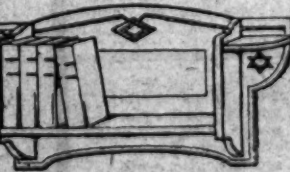
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# Automobiles

SHANGHAI, SUNDAY, OCTOBER 28, 1917

## PACKARD MEN CONTEST IN SYNTHETIC SPORTS

Football Gridiron Record Symbols Sales, Contests Of Agents Throughout States

Through the mediums of synthetic football games, cup races, and various other devices, every member of every Packard sales organization throughout the country is engaged these days in at least two sales contests with his fellow Packard salesmen. Two original contests contrived by the sales department at the factory created so much enthusiasm that they rapidly expanded into seven different forms of rivalry.

The salesmen of Packard trucks in the principal cities are lined up in two football teams. Teams progress is recorded on a gridiron, and for touchdowns, goals from field, and so on, certain points are added to the team standing. The carriage salesmen are entered in a cup race. In an effort to determine the sales supremacy of the organization, carriage and truck men are competing in an inter-departmental contest. Besides, there are rivalries on among the used car salesmen and the recent classes of graduates from the Packard carriage sales school.

To add to the interest, the dealers in the two largest groups of Packard distributing points have formed competitions within their own organizations. The objects of these contests are organization building and the development of the individual salesmen. In the truck division's football game, special attention is given to orders for future delivery, a form of selling that requires of the salesman a good grasp of real big business. In the carriage sales contest, the effort is to outstrip the record set for the corresponding weeks last year. Every indication is that the carriage men will succeed in passing their mark, because sales of the new series Twin Six are larger at the beginning of this season than they were in the first six weeks of the 1917 season.

## A New Armored Car

An armored car driven by Captain W. G. Renwick, U. S. A., last week arrived in New York on the last lap of a trial trip from Butler, Pa., to Boston. The car was built at the Standard Steel Car Company shops in Butler under the supervision of Captain Renwick, who designed it.

The machine weighs but 4,500 pounds fully loaded. The chassis is a stock eight-cylinder Standard, and the armored top is detachable, the removal of four iron pins permitting it to be slid to the ground, where it becomes a small bomb-proof shelter.

The car has seats for two, but four men can crowd into it. It can be operated by one man, who is enabled to drive the car and sweep the road before him with a machine gun at the same time. The car's armament consists of two machine guns and two machine rifles, with 10,000 rounds of ammunition.

## HOW TO FILL GREASE CUPS

There are many ways of filling grease cups. The first thing to do is to wipe off all dirt that may be present before removing the cups from the car; this is to prevent grit getting into the grease, which it will do otherwise.

For filling the cups an old table knife makes an admirable instrument, and saves one getting into a mess. It is a good idea to take off the cups singly, fill each and return to its place before removing the next. In this way there will be no danger of their getting mixed and the screw threads ruined by forcing them on when they do not exactly fit.

## THE PACKARD ABROAD

A surprisingly large number of orders for Packard Twin Sixes of the third series have been received from the Hawaiian Islands, Cuba, China, Spain, Brazil and Argentina, despite the fact that excepting in Cuba and Brazil even the dealers have not seen the new cars, says Fred Cartway, manager of the Packard export department. "The sales have been made entirely on the Packard's reputation and the descriptive literature that has been sent out."

## CHEVROLET SETS NEW RECORDS IN RACES AT SHEEPSHEAD BAY

Establishes World's Auto Mark For 100 Miles; De Palma Is Second Home

Fifty thousand throats acclaimed Louis Chevrolet the speed king of the year at Sheepshead Bay on September 22. Driving a Frontenac with neither stop nor slackening of pace the big Frenchman not only won the 100 mile automobile race for the Harkness Gold Challenge trophy but bettered all world's records for the distance.

Chevrolet made the fifty circuits of the two mile wooden saucer in 54 minutes 20.98 seconds, an average of 110.40 miles an hour. This excelled by more than two minutes the best previous world's mark of 56:29.95, made on the concrete track at Brooklands. Chevrolet's time also will stand as a new standard for a wooden track, for until yesterday the mark of 56:37.65, made by Johnny Aitken in winning the Harkness Trophy on the same speedway last October, had held the foremost position among records for wooden tracks.

Add to that impressive array of figures the fact that Chevrolet beat Ralph De Palma among seventeen other aspirants for the gold trophy and you have the story of the feat of the year in automobile speed circles. De Palma finished about a lap and a quarter behind Chevrolet, in 56:18.40, which brought him too inside the old world's figures.

### De Palma Is Injured

Early in the race De Palma suffered a rather peculiar accident. He was driving with his mask off and suddenly something shot up from the track and struck him over the left eye. It raised a lump as big as an egg—but De Palma kept right on.

"I haven't the faintest idea what that was," said De Palma after the race, but I do know that it felt like a connecting rod when it hit my face. Rather an unpleasant sensation this, of being struck by a connecting rod while whizzing along at 100 miles an hour.

In the course of the 100 mile race various intermediate records were set. These will not be known until the timers tabulate all the data. At the ten mile post Chevrolet's time was 5:31, which will displace Aitken's record of 5:45. At twenty miles Chevrolet was caught in 10:50, as against the mark of 11:15.79 made by Aitken. At the fifty mile post the time was 26:57, which will wipe out Resta's record of 28:04.63, made on the same track in October, 1915. Other times, which undoubtedly will be found to be new records, follow: Seventy miles, 37:52; eighty miles, 43:21; and ninety miles, 48:51.

### Trial For Liberty Motor?

De Palma drove a Packard Special, which was said to have contained one of the new Liberty motors. "Twas whispered about that De Palma's race was an official trial for the motor with which our fliers are going to help whip the Germans. If the Liberty motor it was, it proved a huge success.

If it had been dependent only on the motor De Palma might have won. Whatever chance De Palma had of beating Chevrolet fled in the forty-second mile. While in hot pursuit of the Frenchman De Palma was forced to halt when his front tires collapsed. The time needed for putting on a new shoe was far in excess of the margin by which Chevrolet won. Try as he might De Palma could not make up the time lost. Under the circumstances his performance was one of the most creditable in the history of the sport, for on actual running time De Palma made a better average than did the winner.

### Resta Retires Early

Where was Dario Resta while all this record breaking was going on? Dario was nothing more than a passive railbird. The Italian was among the eighteen starters, but after he had piloted his Peugeot sixteen miles he was forced to retire on account of a broken cam shaft. That Dario should have suffered such an accident in his first race since he was beaten by Aitken last October was regarded as highly unfortunate, especially by the several thousand Italians who took a half holiday to give a few hundred vivas for Dario. That cam shaft must have had a spell cast over it by Mrs. Resta, for she was very much opposed to her husband's return to the quest of speed laurels. So much for Dario and the cam shaft.

Not far behind De Palma at the finish, in third place, came Eddie Hearne, driving a Duesenberg. In his first race in four years, Hearne is

said to be the wealthiest racing driver. Be that as it may, he showed a wealth of pluck and ability in taking the place from Ralph Mulford, who was a mighty close fourth in a Frontenac. Fifth place went to Dan Hickey in a Hudson, while Jim Benedict in a car named after himself was sixth.

Ira Vall could do no better than seventh in a Hudson and Dave Lewis in a Hoakins finished eighth. Otto Henning, driving a Mercer, was ninth, and then the race was called off. Jules De Vigne and Jack Le Calne, both driving De Lages, had to retire on account of engine trouble. Tom Milton and Peter Henderson in Duesenbergs, Ora Halber in a Halbe, Joe Boyer in a Frontenac, Tom Alley in a Pan American and Walter Haines in a Mercer, were the other starters. Gaston Chevrolet, Gil Anderson and Charley Ewan, who also were entered, failed to start because of trouble of one sort or another with their machines.

### Henderson Unfortunate

A table of the leaders at the various stages of the 100 mile race is omitted for the simple reason that it may be summarised in the name Chevrolet. The Frenchman led from the fall of the flag. However, until he had tire trouble De Palma was in close attendance. Until the last ten miles Pete Henderson was driving in third place, but when his motor got balky Henderson fell back among the also-rans.

At the thirty mile mark they had settled down to a pretty steady gait and it was Chevrolet, De Palma, Henderson, Henning and Vall. At forty miles they still were in that order. The half way mark at fifty miles found De Palma out of the first five, with Chevrolet leading, Henderson second, Vall third, Mulford fourth and Henning fifth.

The sixtieth mile post found De Palma back in second position, with Henderson third, Hearne fourth and Mulford fifth. At seventy miles Mulford had dropped back, while Vall had come back among the leaders. At eighty miles it was Chevrolet, De Palma, Henderson, Mulford and Hearne. Ten miles more and Hearne had moved into fourth place, with Mulford fifth. Then came Henderson's trouble and he fell back. In view of the severity of the pace the manner in which the Goodyear tires stood the test was truly remarkable.

### De Palma Wins Sprint

While the 100 mile contest was the big feature of the day, perhaps the greater thrills were furnished by the trial heats and final of the ten mile handicap Futurity. There were three heats and a walkover, and they furnished seven starters for the final. Here De Palma proved his superiority over Chevrolet as a sprint driver.

Piloting the same cars they used in the big race they found themselves wheel and wheel in the last mile of the Futurity. Here it was that the motor in De Palma's Packard proved its real worth. Called on to show its maximum speed it responded even better than De Palma had hoped and for the last mile developed a speed at the rate of 116 miles an hour.

There were thrills aplenty in every spurt of that ten mile Futurity final. And what a finish! As they entered on their last circuit De Palma was only third, with Dave Lewis leading and Chevrolet following. Then Chevrolet and De Palma let out to the last notch. They fairly scared a path in the wooden saucer as they whizzed by Lewis and began their duel.

### A Thrilling Finish

Chevrolet jumped to the fore. On they whirled and still De Palma could not overhaul the Frenchman. Into the backstretch they sped with Chevrolet still showing the way, but slowly and surely De Palma was gaining ground. As they came rushing into the homestretch it was either's race, but in the last drive De Palma got there first by about ten feet. His time was 6 minutes 11.60 seconds.

De Palma and Chevrolet started from scratch. Lewis, who was allowed 25 seconds, finished third; while Hearne, with a handicap of 15 seconds, was fourth. Devigne, with 40 seconds, Boyer, scratch, and Le Calne, with 25 seconds, also drove in the final.

The first heat went to Devigne in 6 minutes 07.60 seconds, with Chevrolet second. The second heat was won by De Palma in 6:20.40, with Lewis second. As in the final, De Palma won in a great drive in

the last mile. The third heat was a walkover for Le Calne, while the fourth went to Boyer in 6:07.51, with Hearne second.

After their heartbeats had been quickened by the feats on the track the spectators were treated to some of the excitement that makes the heart miss a tick or two every now and then. De Lloyd Thompson, the aviator who specialises in looping the loop, flying upside down and other unenviable tricks in the cerulean, gave a lengthy exhibition of his favorite stunts. Thompson made the thousands feel that at any moment a vacuum cleaner might have to be requisitioned to get him together again. In all defiance of gravity and every other law of science Thompson tumbled about in the air—and he got a big hand.

### A Cosmopolitan Crowd

The program proved beyond all doubt that automobile racing as a thing to be watched is a sport of the people. We regard 50,000 as a conservative estimate of the crowd. It was the biggest jam that ever saw an automobile contest in the East. It was totally unlike any other automobile crowd in this section of the country.

There was very little of the social air about it. It was a crowd such as you meet at the Polo Grounds or at the quarter mile show. It was the kind of a crowd that did not complain about paying \$1 or \$1.50 to get in, but did not scorn to walk from Neck Road to the Speedway to save a nickel.

While the vast majority of the onlookers came by the well known and yesterday absolutely unreliable and wretched Brooklyn Rapid Transit a goodly number got there in automobiles, which were parked all along the inside rail. Here lowly Fords hobnobbed with highborn Packards and Rolls-Royces and drivers of flivvers mingled with the representatives of the social colonies

of Newport and Westbury. It was a truly cosmopolitan gathering—demonstrative to a remarkable degree, highly appreciative, yet knowing and critical.

And don't let us forget the soldiers. They were there by the thousands with members of the Fourteenth, which is encamped on the grounds, predominating. They added a sombreness to the sportive scene—but it was a happy sombreness.

With the main stand holding only

about 40,000, a great many late comers were left without seats. Some of the sprightly males did not let a little thing like that spoil their day's fun. They climbed to the top of the stand, and like iron workers on the peak of an unfinished skyscraper, camped there silhouetted against the sky—and it was a mighty fine sky to look upon. How the hundreds up there kept their perches in the excitement is a mystery, the solution of which might defy even a Darwin.

## CHEVROLET IN BIG GAIN

The Chevrolet Motor Company, reports that during the first six months of this year the company doubled the sales over the corresponding period of 1916, and in fact nearly equaled the whole of 1916.

The report shows that sales for the half-year amounted to 65,235 cars valued at 29,704,703, as compared with 32,514 cars valued at \$16,388,555 the first half of 1916, and 69,699 cars valued at \$1,877,375 for the whole of 1916.

## TO THE MOTORIST:

No matter what make of car you own, remember, there is only one way to Economise and that way is to fit a set of

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on your car, and HALVE your annual tyre bill.

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The Tyre which is made by European labour and imported monthly from France by the Sole Agents:

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To throw  
money away

particularly in these times, if it can be avoided, is foolish to say the least of it. Yet that is what many motorists are doing. Lack of knowledge is at the bottom of it. If I tell you that your damaged or worn cover can be economically repaired or retreaded instead of being placed on the scrap heap, will you not at least enquire into the matter, and write to

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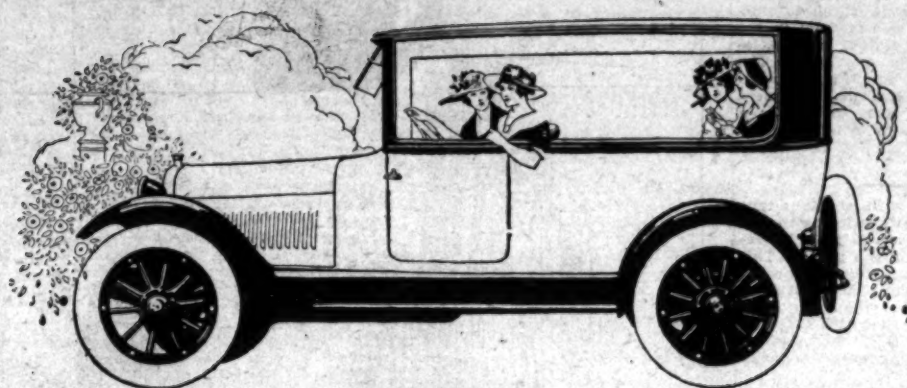
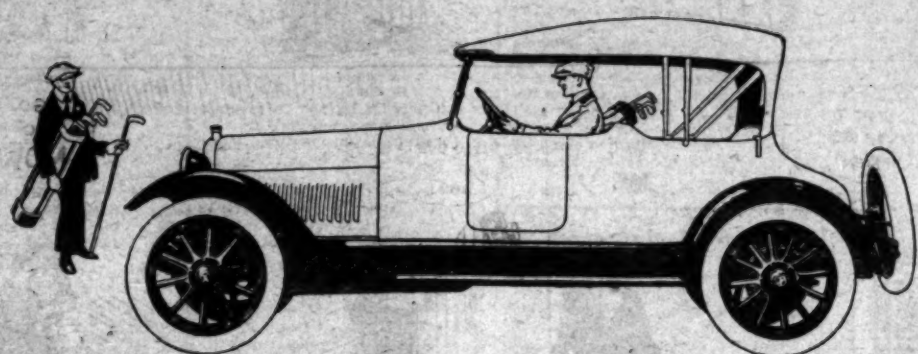
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*Why are more people this year buying the Chandler - Six than any other high-grade car ?*

**T**HERE are perhaps several reasons, but there is one big basic reason—that ever since the first Chandler car was designed and built and marked four years ago, the Chandler has offered the finest of design, construction and equipment at the lowest possible price.

The Chandler today offers this excess of value, this dependability of service, just as distinctly as at any time in the past.

The whole world marvels at its wonderful motor, at its power, its flexibility, its life and get-away, and its endurance.

Chandler leads because, starting with the right type of car, the Chandler Company has stood firmly by this type of car. It has continued to develop this car throughout these years until today it approximates perfection in construction and performance.

We cannot convey to you in the printed page any full conception of the superiority

of the Chandler motor, but any one of nearly forty thousand Chandler owners could put you alongside him at the wheel and show you Chandler superiority.

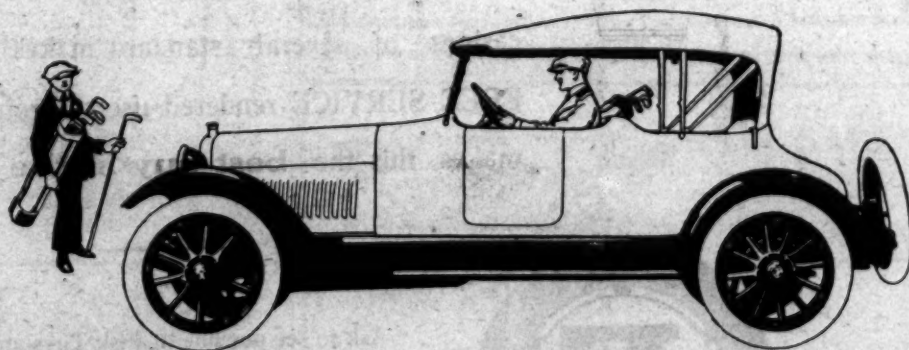
We would be more than pleased to show you this superiority; we would be more than pleased to make clear to you the excellence of the Chandler car in all its details.

We would like to show to you what it means in satisfactory road performance; that the Chandler motor is equipped with Bosch High-Tension Magneto as is the Pierce-Arrow, Marmon, Locomobile, Winton, White, Stutz and the Mercer; what it means to you that the Chandler car is built with a big solid cast aluminum crank case extending from frame to frame and giving absolute rigidity to the motor mounting; that it is equipped with silent chains for driving the motor shafts and with annular ball bearings in transmission and differential and rear wheels.

We would like to show you what these items of design and equipment and many others, typical of the highest priced high-grade cars, mean to Chandler performance.

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## Hints To Motorists

In the absence of a blowout patch, a motorist recently tore up an old shirt and cemented a flat portion around the tube at the place opposite the hole in the casing. Two wrappings were made and the patch held for sixty miles.

Never attempt to force the upper half of the wind shield up or down by pushing on one side, especially if the shield is an old one. If the framework is at all weak, this method of handling probably will break the pane.

A great deal of clutch trouble for which the owner can find no obvious cause is due to the fact that the clutch shaft is out of true with the center of the fly-wheel. This causes one side of the cone clutch to bind, while the other side is free; in the case of the disc clutch, the plates tend to hold only one side. The result is that the clutch grabs when engaged. If persistent treatment and adjustment does not help a clutch, it is safe to conclude that the condition mentioned is causing the trouble.

In cars fitted with a piston type of oil pump, failure to force the oil in its proper channels may be remedied by priming the pump. This is done by disconnecting the line behind the gauge and forcing oil from a can through the pump while the engine is running slowly. When oil spurts back through the pipe it shows that the pump is working again.

When lighting fuses blow out one after the other, it does not pay to keep replacing them; it is something more than coincidence. Try to find out the cause, and the first place to look is in the cutout. If this portion of the lighting system is of the type that has points which may become stuck, it is likely to cause continued fuse breakage.

The glossy finished leather substitute upholstery is better than the dull finished, the latter being prone to crack or lose its coloring material through friction. Use of the dull material brings a sort of half glossy finish and the cracking ceases, but it is better to get the bright finish in the first place.

Keep your eye on the road. Many operators are continually looking down at their feet, at the accelerator pedals, etc., while operating. This takes their attention away from the road, which is dangerous. With a little practice you can soon locate all the necessary pedals, etc., without looking for them. This is the only safe way to drive.

Along the same lines of safety is the practice of keeping your hand on the speed lever until you have finished with it. You must watch the road while you are changing from one speed to another, and you cannot do this if you have to look down and find the speed lever several times.

When halted by a traffic policeman or other obstruction put gears in low speed and hold clutch out. As soon as you are signaled to go ahead let in clutch and are off with a touch on accelerated pedal.

When two or more leaves of a spring break, it is not advisable to install new leaves without resetting the spring. If the spring is used for some time its set is different from that of the new leaves installed, and the effect results in another broken spring very soon.

Among the necessities when touring should be a supply of tire valves and caps. A slight leak in a valve will cause as much delay as a blowout. A good valve is often hard to obtain when on the road, and considerable annoyance can be avoided by carrying these accessories. A valve tap and die also should be added.

If you have detachable wheels, remember that the metal parts may rust. Every time you change a wheel cover the metal contact surfaces with grease otherwise the detachable wheel will no longer be detachable.

Be careful to dry the spokes of a wire wheel after washing. As the enamel chips off the metal rust starts and loosens more of it. Careful dry.

## And That's A Long Time

By Tad



## The Five Ages Of The Motor Car

The automobile graveyard, like the human graveyard, is filled with silent forms. In life these forms, in the shape of wheels, gears, pistons, crank shafts, and what not, were a part of the automobile world. They moved, they made a racket, they went through wrecks and hard usage, they groaned and complained, but still they kept going, until at last they gave up the ghost.

Each junk pile could tell. If the history of each car, and each part of a car, could talk. There lies an old, old Packard, of the vintage of 1902. Here lies a Ford of the 1902 variety. In that pile are a couple of Hupmobiles, a Winton, a Buick and a Maxwell.

Each has a story, untold. Each has traveled, at the least, tens of thousands of miles. They were "good old cars," but finally iron, and steel, and copper, and brass, and leather and wood went to pieces and then the junk man got them.

The life of a car is divided into five periods, as a general thing. First, it's a new car, epic and span, the right out of the shop, and happy is

the owner who grasps the wheel and starts down the boulevard with it. He drives it thousands of miles, possibly 50,000, or even 100,000 miles. Then, no doubt, if he can afford a new one he trades in the 4 and 5 year old car and gets it.

That's the close of period No. 1. The car is then overhauled, given a fresh coat of paint, and sold. The new owner may keep it until it will run on more, or trade it in himself at a later date for another car. But in any event he will have tried it out, run it a few thousand miles, and sent it farther on the road toward the graveyard.

Owner No. 3 follows about the same program. He gets what he

can out of the old boat, tries it out under all kinds of conditions, and does not spare it, because, you see, it's a second-hand car at the best.

Finally a trader gets it, and he may swap for another car before night, especially if it doesn't run to suit him.

The car may still change hands several times, but eventually it goes the way of all old cars—dies a natural death and ends up in the automobile graveyard.

One Wheel Saved. Then the junk man gets busy and takes it apart. One wheel is still good, and he puts that aside. The headlights are battered up, but can be repaired, and he saves them also. Perhaps one fender is still worth something, and that, too, is saved

from the junk pile proper. If there is any brass, or copper, you may be sure this will be sorted out from the rest of the metal, for these bring high prices—especially in war times. Finally, when he has saved everything that is worth saving, he scrapes the rest of the car. Even the body—the body which once was shink and new—is broken up, and it may even find its way into the kindling pile.

That's the end of the story, the last sad words over the grave of the auto, but after the old rubber is melted up and the metal has been recast the old form is resurrected, so to speak, and again becomes a part of a new car.

Therefore we know old cars have a resurrection—that they are actually "raised from the dead."

## Camouflage!

The motor millennium is here! Motorcycle policemen, magistrates and justices of the peace are to be eliminated as sources of trouble.

How are they going to "get" you if they can't see you? They can't, that's all. They are through, down and out, and will have to go to work. It's all very easy. It's "camouflage."

If your car is painted in the magic colors that the French at the front have found melt into the landscape and make the whole outfit invisible at certain distances, what chance will the motorcycle policeman have either to time you or to catch you? Even if your "camouflaged" cap and mask should come off and he should see your face sailing through space on invisible wings, how could he convict you for speeding? One cannot do much with a face of this kind if it is not connected up with something.

The crowds in front of a show window of a New York Agency where an "invisible Chandler car" is on exhibition speculate on the kind of service the strangely mottled creation has been giving at the battle front. It is a mysterious car that is worth a lot of study. An army officer is responsible for the strange curves and waves and splashes of color that have made the car scientifically and artistically invisible.

Assurances are generally given at the agency headquarters that there is a real car under the strange disguise.

"Of course it's real," said a salesman to a sceptic. "Let somebody offer to buy it and then you'll see how real it is. It will come out of the camouflage with a jump."

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## Valve Adjustment In Important Item

One seldom realises the importance of correct adjustment of the valve lifters. Yet the best engine in the world will lose power if these are not properly set. Since they are usually difficult to reach, dirty to handle and do not force themselves on the driver's attention, they are neglected until the trouble becomes real serious.

Of course, if they become noisy the knocking is so noticeable that the owner is forced to make adjustments immediately. But ordinarily these parts receive scant attention, and so the loss of power is attributed to either carburetor or ignition until a thorough overhauling of the motor leads to the discovery of the real trouble.

As before mentioned, the valve lifters may become noisy, due to the fact that the space becomes too wide. As they rise they give a hammer blow to the valve stems, causing a knock which may readily be heard.

By stopping the motor, removing the valve cover plates and shaking them up and down, the ones out of adjustment may readily be located. Sometimes several are at fault, so while about it set all of them.

### Examine The Adjustment

Examine the adjustment carefully to understand it, for much damage may be caused by twisting the wrong nut. One is the locking nut, which must be loosened first. The adjusting nut is then set to the right distance and the locking nut fastened. The opening should approximate one-sixty-fourth of an inch for exhaust valves and three-one-thousandths of an inch for inlet valves. Use an ordinary business card as a gauge for the exhaust valve clearance. If possible to have a card the right thickness, it is best to do so. This can be readily measured with a micrometer. A piece of notepaper is about right for inlet valve clearance.

It will be found difficult to adjust the space correctly unless the following directions are followed: Place the desired gauge in space and screw adjusting nut until it touches. Now unscrew it either one-sixth or one-fourth turn. Then lock the nut that holds it in place. Try the gauge and see if it has just a light friction. The reason for unscrewing the adjusting nut is that the locking nut pushes it up and so throws the adjustment out of true.

### May Lose Compression

If the clearance becomes too great the valves open late and close early. Since they should move exactly as the designer intended, it is evident that the engine will lose power if both ends of a stroke are cut off. If the clearance is too small, the engine will lose compression, and with it a great deal of power. This is due to the fact that as the engine heats up the valve stems lengthen.

As they grow longer they use up the space between valve stem and valve lifter. If the space is too small the valve stem rests on the valve lifter. As it lengthens, the head of the valve is lifted off its seat in the cylinder, opening the valve and so losing compression.

It will be evident from this that valve clearance is one of the important things about a motor and one that should be borne in mind and inspected whenever one looks for causes of lost power.

## Driving By Women Not Merely A Fad

The ever-increasing number of women drivers of gasoline motor cars is by no means the result of a fad, in the opinion of J. H. McDuffee, president of the Overland Motor Company of Chicago. On the contrary, he says that it is but the natural result of a quickening spirit of responsibility and independence and a consequent desire on the part of women to extend their ability in practical and useful fields.

The militaristic trend of the nations, so many having joined the army and navy, has also encouraged many women, through necessity, to learn to drive their cars, he points out.

"Once a woman has learned to drive her car," says Mr. McDuffee, "it is very, very infrequent that she gives it up. Like most useful arts, the driving of an automobile brings unexpected delights. There is a latent fascination for most every man or woman in mechanics, and when one realises the easy mastery of a machine wherein a power equal to thirty or more horses is waiting for one's command the sensation is just as enjoyable for women as for members of the other sex."

### Do Your Tires Track Right?

Occasional inspection of the treads and tests for air pressure are suggestions made by the service manager of the Flak Rubber Company, which if followed will keep tires in better condition.

Making sure that your tires are tracking right and that the rim lugs are kept tightened are other points for a motorist to give an occasional eye to.

While some motorists find recreation and take pride in "doing it all" themselves, there is an increasing number who are becoming familiar with the advantages of Flak Free Service, which includes just such tire inspection in addition to the changing of tires and tubes free of charge. Those who are availing themselves of this service are noting an appreciable saving in their tire expense account. Tires must have attention if they are to give the utmost usefulness to the motorist.

## Cold Cream Will Protect Skin Of Woman Motorist

The greatest objection of women to long motor trips is the fact that it almost invariably means destruction of their well-preserved complexions.

However, this need not trouble the experienced woman motorist, according to a San Francisco woman owner of a Cole Eight. While in the Cole Pacific salesrooms, Cole distributors, she imparted the following information in regard to the proper way to enjoy motoring in the open and still preserve the complexion:

"Naturally the first and most practical advice to women starting on a motor trip is to apply a thin coating of good cold cream to the skin just before starting out in the air," she said. "It protects the skin and keeps it from being dried out by the wind."

"Another suggestion which many motorists are adopting is the use of red as a color in veil or coat. Yellow is worn very much for this purpose, and so is orange. Possibly this is due unconsciously to gradual recognition of its protective qualities."

"Some women friends of mine wore, thin chiffon veils of red through the desert and found no more change in their skin than would have come had they remained at home."

## Boy Scouts Become First Aid To Motors

American boys have attained a noteworthy reputation for usefulness within recent years and one of the most influential factors in their development program is the Boy Scout organization. Troops in every section of the country have attracted public recognition and praise for countless forms of public service rendered. They have assisted in directing street traffic during congested periods, assisted travelers on incoming trains, helped convention visitors in many ways, and even taking part in the mobilisation of the nation's fighting forces. Their activities have been extended in every direction.

In Denver there is an automobile dealer, who recognizing the willingness and industriousness of a troop of Boy Scouts in Clayton College, invited them to become members of his service department. With customary enthusiasm the boys accepted and in a short time were attending regular sessions of instructions in care and operation of motor cars. Then they were graduated with the degree of "Master Scouts" qualified to render assistance to motorists at any time. This they are doing with great success, much to the convenience of motorists. The man who originated the idea is Tom Botterill, dealer in Dodge Brothers motor cars in Denver and Salt Lake City.

## Detroit Leads In Motor Manufacture

Detroit and Michigan hold the automobile honors for the year. In the last census there were 149 manufacturers. The city of Detroit manufactures more machines than any state in the United States with the exception of Michigan. The total for Michigan including the Detroit cars is 41. Detroit has 26 factories. Indiana is second with 21 and Ohio third with 20.

### WATCH ELECTRIC CABLES

Electric cables that rub on sharp edges of battery box or other parts will soon wear through the insulation from vibration of the car, and a short circuit will occur that may be hard to locate. These parts should be well protected with adhesive tape and frequently inspected.

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Full particulars from any high class garage or from the makers.

## This Automobile Came Out Of The Sea

Hongkong Man Makes Good Machine From Supposed Wreck Bank

After resting on the bottom of the sea for three months a King automobile, part of a cargo of goods which went down near the China coast, has been raised and repaired, and is now doing daily service for its owner in Hongkong. The automobile was en route to Russia, via Vladivostok, but after being salvaged it was sold in Hongkong to an automobile novice for a price which it was thought would cover the value of the aluminium and steel in the car.

The novice took the machine apart, oiled and cleaned every bolt and nut, labeling each one so as to know where to put them back, and then sent the engine to an electrician for overhauling. When the machine was reassembled its owner cranked the engine and his automobile which for three months had been exposed to the elements of the sea, and sped through the streets of Hongkong, apparently none the worse for wear.

## Buy Auto From Sky

Flying a United States war aeroplane from Chicago to New York in her effort to reach New York in eight to twelve hours at a clip of about 100 miles an hour—the fastest time on record between the two cities—Miss Katherine Stinson purchased a Crow-Ellkhart chummy roadster from an elevation of 8,000 feet in the sky.

As her great 200 horse power plane flashed over the City of Elkhart, Ind., Miss Stinson dropped over the side a large bag of red, white and blue silk containing her formal order for the car, filled out and properly signed. With it was a note offering the finder of the bag a substantial reward for its return with the order to President Martin E. Crow of the Crow-Ellkhart Motor Company at Elkhart.

### DAZZLING FIGURES

Shortly after Joe Dawson smashed the twenty-four-hour record in a Chalmers at Sheepshead Bay some fellow got busy with a pencil and ream of paper and figured out the following:

Each of the six pistons traveled up and down 509 miles, a total of 3,054 miles for all of them.

Each of the six exhaust and inlet valves lifted 1,792,599 times, or a total of 11,355,594 times.

Each of the spark plugs fired 1,792,599 times, or a total of 10,755,594 times.

Granting that the piston, rings and pins in each cylinder weigh twenty ounces, the energy required to lift them was equal to lifting 13,452 tons.

With an average speed of 79.08 miles an hour for twenty-four hours the crankshaft turned over 2,491 times per minute, a total of 3,587,195 times.

Each of the four wheels, with a three to one gear ratio, made 1,195,732 revolutions, or a grand total of 4,782,930.

After taking a look at these figures the Chalmers people seem justified in saying that it takes "some car" to turn the trick.

## Kerosene And 'Gas' Are Good Mixtures

That kerosene can be used to cut down the consumption of gasoline by 50 per cent was conclusively proved recently in a test conducted on a Maxwell car. According to the account appearing in Automobile Topics, a gallon of mixed fuel consisting half of gasoline and half of kerosene, was poured into one of the special Maxwell red test tanks.

This actually ran the car for twenty-eight miles. Just before a gallon of as pure gasoline as can be bought had run the same car for 26.4 miles. Then, just to prove it possible to eliminate gasoline entirely, a gallon of kerosene was poured into the tank. This lasted for 22.6 miles.

Only dash adjustment to the carburetor was touched in making the trials, and a richer mixture had to be fed when the poorer fuels were used.

## Kerosene As A Factor In Eliminating Carbon

Carbon is like a parasite, it eats the life out of a motor, says a writer to Motor. Its formation can not be entirely prevented but preventive measures can lessen to a great degree the dangers resulting from it and the necessity for removing it.

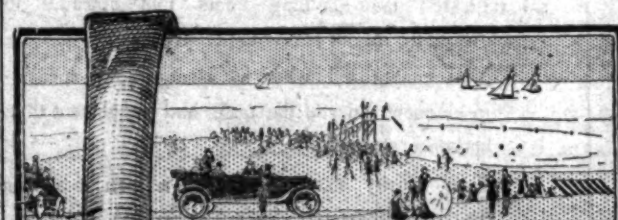
As a preventive measure the carburetor should be adjusted to furnish as lean a mixture as possible because imperfect carburetion resulting from a rich or heavy mixture is one of the prime causes of carbon trouble. Some of the devices on the market designed to aid carburetion by admitting "free" air into the intake manifold after the carburetor are valuable because they break up the particles of gasoline with the result that there is more perfect carburetion. Road dust is a contributing cause of carbon formation and this can be guarded against by having the air intake on the carburetor provided with a very fine screen so that the dust will not be drawn into the combustion chamber, with the mixture. I have found the use of kerosene a valuable aid in preventing and curing carbon troubles. About every five hundred miles it is good practice to squirt about a gill of kerosene into the cylinders by means of the priming cups after the motor has been thoroughly warmed up. It will also be found very helpful to occasionally squirt about a pint of kerosene through the air intake of the carburetor while the motor is running, open throttle and muffler cut-out to thoroughly flush the motor. This may be done about every five hundred miles and, the necessity of scraping or burning the carbon out will not arise so frequently.

For cleaning the carbon out there are two methods that I use, according to the type of motor. If the engine is of the type with detachable head the process of removing the cylinder head and scraping the carbon with a sharp bearing scraper

is a comparatively easy one. If the valves are to be ground also, the method is by far the best because with the cylinder-head removed, the valves are readily accessible and both operations can be accomplished in minimum time.

For the type of motor without detachable head the burning or oxygen system has the advantages of speed and thoroughness. The gasoline must first be shut off at the tank and then the motor should be run until the gasoline in the carburetor and feed pipe is completely consumed. A fire extinguisher should be placed in a convenient position ready for emergency and as an added precaution a rubber apron should be placed over the motor with the exception of the cylinder that is being "burned out." Next the valve caps should be removed from cylinder No. 1 and then the motor should be turned over by hand until No. 1 piston reaches top center and both valves are closed. The cylinder is now ready for the actual burning out process. The flame should be directed into the valve pockets, etc., and continued until the flame ceases, which is an indication that the carbon is all burned. The remaining carbon debris should then be blown out by directing air pressure into the combustion chamber and valve pockets. When No. 1 cylinder has been cleaned out, proceed as before with No. 2 and so on until every cylinder is free from carbon.

After the operation is completed whether the scraping or burning method is used, a few drops of kerosene placed in the combustion chamber will help to clean thoroughly and start lubrication, after which the oil in the crank case should be drawn off and replaced with a fresh supply. The last operation will be found to be an economical one in the long run because oil loses its lubricating value in time and the sediment that is bound to collect may prove injurious.



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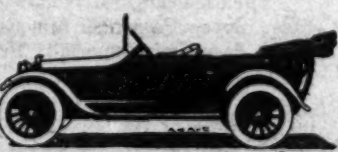
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## ATTENTION TO COOLING SYSTEM NECESSARY FOR BEST RESULTS

### Water Kept Close To Boiling Point Has Best Effect On The Engine

Understand the cooling system and give it proper attention if you wish to obtain the best results from your engine, writes an expert. The ignition and carburetion systems function more or less automatically and do not demand any great degree of watchfulness to prevent damage, but the cooling system should be watched at all times. The best driver keeps the water close to the boiling point in order to obtain the most power from the engine and still prevent overheating. There is an intermediate period between overcooling and overheating. If the engine is overcooled it loses power because the heat units of the burning gas are absorbed by the cold water in the waterjackets. If the engine is overheated the oil around the pistons and bearing surfaces is burned, increasing friction and thus power is lost. The temperature of the engine should be kept between these two extremes.

When the water jacket is hot, less heat will be taken away from the exploding gas and more power will result. Therefore, the water must be kept as close to the boiling point as possible without actually boiling. It may reach this point for a short time without doing any damage but should be brought down again as soon as possible.

Eliminating the air-cooled engine, there remain two systems for cooling the engine by water, one when the water is circulated by a pump, and the other by the thermo-siphon system. The pump method is more positive in its action, but the thermo-siphon system has fewer parts and less mechanism to get out of order. The essential parts of a cooling system are the radiator, to cool the water; the pump, to cause it to circulate; the water jacket, to surround the hottest parts of the cylinder with a cooling layer of water; the necessary pipes to connect these parts together, and the fan, to draw air through the radiator while the engine is running.

The radiator should be kept filled with clean water at all times. If there is no strainer in filler pipe, have one made, as this prevents dirt clogging the radiator. This matter of clogging is also important, and to prevent it one should drain the cooling system occasionally and give it a thorough cleaning at least twice a year. The object of draining is to carry away any sediment, particularly rust and scale from the water

jackets. But draining will not remove the scum which clings to every part of the system, retarding radiation of heat. This deposit may be dissolved with washing soda. Use two pounds of soda (not baking soda) for a large engine and one pound for a smaller one. Dissolve in pail of hot water and strain. Pour the solution into the radiator and run the car as usual. The soda will raise the boiling point slightly, but there should be no danger of overheating. After several hours' running drain all the solution and fill with clean water, changing that every day for two or three days to remove all trace of the soda. The cooling system will then be found to be much more efficient.

Take sure that the water pump is working before starting on a trip. Remove filling cap end and note if water is moving, or hold hand at bottom of radiator. At first it will be cold but it will gradually warm up as engine runs. This shows that the pump is drawing the cold water from the bottom of the radiator and pushing the hot water in at the top, which then goes down, warming the radiator as it does so. Lubricate the pump occasionally by giving a turn to the grease cup on the pump shaft and tighten up the stuffing box nut. In case there is leakage around the shaft. If it still leaks and the nut cannot be tightening then it needs repacking. Once you see this done you will be able to do it yourself the next time it requires attention.

Test fans occasionally to see that fan belt is tight. If belt slips fan will not run at proper speed and water will not be properly cooled. If you can spin the fan the belt is too loose. Some fan brackets carry a spring adjustment which keeps the belt tight. These need no attention except occasional inspection. Others must be set to take up the slack.

While driving watch for symptoms of overheating, such as steam at radiator, loss of power, knocking, odor of burnt oil and hot metal, sluggish motor, &c. Such condition may be caused by clogged cooling system, failure of the pump, leakage of water, slipping fan belt and strangely enough, frozen radiator. But the driver can also overheat the engine by improper manipulation. For instance, racing the engine, running too much on low gear, driving with spark too far retarded, over rich mixtures &c., all of which should be avoided.

## Life Depends On Auto Steering Mechanism

As you value your life, keep watch of your steering gear. More harm can come to you and your car by its failure than through any other cause. If your brakes fail you can always use the motor as a brake. If a wheel comes off you stop. You may be thrown against the steering gear and receive internal injuries—but you stop. Whereas a faulty steering gear allows the car to keep on its way absolutely without guidance. It is exceptional to have enough space around a car so that it can go unguided long enough for the driver to realise something is wrong and applied the brakes without a serious collision or having the car run off the road entirely.

The surest prevention of trouble is a thorough inspection of the gear and all its connections once a week. Having the wheels on the ground, move the steering wheel back and forth to see how far it can go without moving the front wheels. Half an inch or so is not objectionable, but is a distinct relief to the driver. Anything over an inch should be removed, especially if you find it increasing during the drive. This shows that one of the globe joints (ball and socket) is coming loose and will soon drop off, giving you absolutely no control over the front wheels.

If too much lost motion is discovered it must be traced to its source. As you turn the steering wheel note how far the movement extends. Usually it goes no further than the steering gear until the lost motion is taken up. Then the parts outside begin to move. If this is the case look over the gear carefully to see what provision is made for tightening. Sometimes a thrustnut encircling the steering column is provided, sometimes an eccentric bushing. The instruction book or an experienced man must be consulted if you are in any doubt, as it is risky to loosen parts which you may not fasten correctly. It is not always possible to remove all the lost motion, but usually the steering gear will be a little stiff at first, but this will disappear after a few days. The added sense of security will more than offset any difficulty in turning the wheel.

The other parts should now be inspected for lost motion. The ball and socket joints may need taking up. Be careful to replace split pins so that the adjusting nuts will remain in position. If one of them drops off the adjusting nut will begin to loosen, giving the effect of increasing lost motion as mentioned before. On other joints the holes may be worn or stretched out of round. Lost motion in these places can only be remedied by remaining out the holes to a larger size and fitting new pins to them.

Now go over all the joints and see if they are properly secured. They may be held by split pins, lock-nuts or lock-washers. Where a split pin does the work it will be sufficient to make sure it is in place, but nuts must be secured require a wrench. To test for looseness of the tie rod connecting the two wheels, jack up both wheels and take hold of the front of each wheel. Shake them out and in.

Any looseness will immediately be apparent.

Having the wheels jacked up gives a good opportunity to test the king bolts. These are the bolts that hold the steering knuckles to the car axle and make the hinges on which the wheels swing. They are subjected to a heavy strain at top and bottom and so must be watched for wear. Shake the top of each wheel back and forth and see if pins are worn. If any looseness exists it may be in bearings on wheel spindle. If looseness exists after bearings are tightened a new king bolt must be provided.

We have but little to do with the undergathers of the wheels, as that is taken care of by the designer and does not vary unless the axle becomes bent. Undergather means that the bottoms of the wheels are brought in at the bottom, causing the tops of the wheels to lean outward. This is to bring the bottom of the wheel more nearly under the king bolt, making it easier to steer. It will be well to glance at the angle each wheel makes with the perpendicular to make sure the axle has not been bent. Then turn the attention to the foregather. This means that the front part of each wheel is set in about half an inch. This is to offset the tendency of the wheels to flare out as the car runs forward. The amount of foregather is controlled by the length of the tie rod. An adjustment will be found at one end by which the distance between the front part of the wheels can be regulated properly. This distance should be measured, but one may acquire sufficient skill with the eye to do the work. It is of extreme importance to have the correct foregather as otherwise the tires wear out rapidly, making it an expensive matter to have the wheels out of true.

Undergather and foregather are not matters on which a life may depend, but lost motion and a broken joint are dangerous in the extreme.

### MAKING AIR BAGS LAST

The life of an air bag can be greatly lengthened by observing the following rules:

When the tire is placed in the mold the clamp screw should be tightened until the exact size of the tire is obtained, and then given about one-half turn. This slightly decreases the size of the cavity and relieves the strain on the air bag, in addition to giving perfect results in the cure.

Never allow the bag to become flat, as this will cause cracks in the lining.

Inject a little warm water into the bag each week in order to keep the inside of the bag moist.

Don't pull the bag out by the tube. Use the tape.

### OPEN RELIEF VALVES

Opening the relief valves to see if a cylinder is missing explosions is a good way, but it sometimes fails unless you speed up the motor. Give the engine plenty of gas, and you will frequently get a burst of flame through the valve from what you thought was a dead cylinder.



## The Expression of Quality In a Motor Car



QUALITY, in a motor car, expresses itself in appearance as well as in performance.

It announces itself unmistakably—as good breeding discloses itself in a man or a woman.

You scarcely know why a woman of refinement always seems exquisitely gowned, no matter how simple her attire. But the moment she enters a room, she is the quiet centre of observation.

You scarcely know why you instantly recognize a well-dressed man—nothing about him obtrudes itself, but everything about him is impressive.

You cannot tell why a silent room speaks to you in eloquent tones of the taste and refinement that designed and decorated it.

True artistry in the attire of a man or a woman, or in the appointments of a room, or in the design of a motor car consists in blending many small beauties into one beauty.

Judged by this difficult criterion, we believe the new Cadillacs will exceed your highest and most critical expectations.

### List of Body Styles

The Type-55 Cadillac will be available with a complete variety of body styles, as follows:

Open cars, 125 inch wheelbase; Seven Passenger with disappearing auxiliary seats. Four Passenger Phaeton. Two Passenger Roadster with two passenger disappearing rumble seat. Four Passenger Club Roadster.

Convertible styles, 125 inch wheelbase; Seven Passenger with Cadillac body (Springfield type) Four Passenger Victoria (convertible).

Enclosed cars, 125 inch wheelbase; Four Passenger Coupe. Five Passenger Brougham.

Enclosed cars, 132 inch wheelbase; Seven Passenger Limousine. Seven Passenger Imperial. Prices include standard equipment.

Distributing Agents:

# The Central Garage Co.

2a Jinkee Road, Shanghai.

Telephone No. 2661

Cadillacs are beautiful cars to look upon.

The simplicity of design and grace of contour are unmarred by anything which savors of the tawdry or freakish.

The crown fenders blend harmoniously with the pleasing lines of the bodies.

Running boards are clear of encumbrances which mar a clean-cut exterior.

Spare tyres are carried at the rear.

You enter the car and alight from it through doors of liberal dimension.

Door handles are easy of action and so designed that they are not apt to catch the clothing.

Entrance to the driver's seat is facilitated by the hinged steering wheel which swings downward, but is held securely when driving.

The tonneau entrance is illuminated at night by an electric light.

As you enter the car you are impressed with the roominess of the interior arrangement.

The simple luxury of the appointments is inviting.

Cadillac upholstery is truly a revelation. It represents the most modern developments in thorough comfort-giving qualities. The covering material is plaited over specially designed deep coil springs.

Extreme inequalities of the road are reduced in their effects to the lowest minimum, while the lesser inequalities are lost in its soft resilience.

Auxiliary seats—in cars so equipped—fold snugly into recesses, out of the way when not in service.

There are convenient pockets in the doors.

In every detail there is striking evidence of the forethought to provide every comfort, convenience and facility which the most exacting could demand.

And, as you relax and rest from the strain and fatigue which motoring may heretofore have imposed, you appreciate more and more the delight and inexpressible charm of owning and driving a Cadillac.



SHANGHAI, SUNDAY, OCTOBER 28, 1917

ASSURE BUMPER FOR WAR FUNDS

Race Club Has Already \$8,400 To Lead Contributions From Autumn Races

RACE BOOK IS READY

Some Possibilities Whose Form Will Be Well Worth Giving Attention To

Despite the drizzly and unpleasant weather, a large crowd of enthusiastic racing men attended at the Grand Stand, at dawn, yesterday, to watch ponies perform in the mud and slush and to select "mudlarks" in the event of a wet race meeting. The drizzle and rain naturally caused raincoats and umbrellas to be much in evidence and desirable, one very old and respected member of the Club parading the compound with the very latest and slickest oil-paper gamp ever put on the market by Malson Hongkee the Butcher, Jessfield side more far.

The race-book was published last Saturday in its usual neat and practicable form.

As the futile arguments of the few anti-racers in our mixed and cosmopolitan community are of no interest to racing men, likewise honorary treasurers of war funds—sensible and practical business men—it would be a waste of time and good paper to refer further to them, except that we would remind all and sundry that the best argument for the continuance of racing is to note what the Race Club and racing have done and brought in for the Allies' cause.

It is too early at the present time to give definite tips for particular events at the coming Race Meeting, but to those interested in the ponies, we would recommend watching the following:

Leger candidates:—Gladiator, The Oriole, "The Sands," Silver Streak and Golden Horn.

Old ponies:—The above and Winsome Dahlia, Sandy, "The Fields," Wynona, Triumph and Rosewood.

Griffins:—Sedra, Drummer Boy, Mulbrook, John Peel's lot, Hawthorn, Goodwood and Kowloon.

Subscription griffins:—Golden Sub, Darra, Gold Bug, Aristocrat, William, Canton, Anglodane, Double Blank, Bernina and Grape Nuts.

The Members' Sweeps are extremely popular, nearly 400 numbers all through having been already sold. This alone means \$8,400 for the war funds, so hurry and take your number and add a little more to a good cause.

The Stewards have decided to hold selling lotteries at the Grand Stand. An innovation is the supply of dinners at the Club for those who care to dine there and the opening of lotteries to members of the Country, Shanghai, Maonin and American Clubs who are not members of the Race Club.

A generous percentage of the totals of lotteries has been not aside for the war funds and, from appearances as at present, the Race Meeting should result in a bumper crop for the Allies' war funds, besides providing the community with a little mild excitement.

The lottery dates and races are as follows:—

Saturday, November 3, at 5.30 p.m.: The Subscription Griffins' Stakes; The Maiden Stakes; The Shanghai St. Leger; The Champion Sweepstakes.

Wednesday, November 7, at 5.30 p.m.: The Slocawell Plate; The St. Leger (1st Extra); The Champions (1st Extra).

CHOICE OF LEADS AT ROYAL AUCTION

When Both Leader And His Partner Have Bid It's Puzzling

By An Expert

New York, September 19.—When both the leader and his partner have made a bid at auction it is sometimes a nice question which suit to lead. There are some writers who dismiss the matter with the remark that if the declarer can stop both suits the partner's should be led first. But there are other and perhaps important factors to consider, especially re-entries.

In many cases the selection between two suits is comparatively simple; but then again the fact that the second suit shown may be a forced bid must be thought of. As a rule, the following proposition will cover the case when two suits are bid and one is to be led.

If the winning declaration is on the leader's right and has been made by that player after both the bids under discussion have been shown he is protected against both suits if he bids no trumps. If he names a suit he may have one or other of the suits stopped or may be able to ruff one or both of them.

There is one element, however, that is frequently overlooked, even by players of some experience, and this is the possibility that the declarer cannot stop the suit on his left, but is trusting to his dummy to do so because the player on the right has denied that suit.

The lead to the no trumper is the more interesting of the two problems presented, and the solution may depend on the leader's good judgment of the possibilities of killing one of the declarer's protections.

If the declarer can stop both suits, one bid on his right and the other on his left, it is obvious that he can stop one if it is led up to him and can stop the other no matter how it is led.

If both opportunities are given him he will make two tricks at least and will get into the lead twice to push his own suits toward establishment. If he can stop a suit that is led through him he can certainly stop it if it is led up to him; but he may not be able to stop the other suit if it is led through him and not up to him. He is sure to get in on whichever is led, or stop it, but he may have to look out for himself on the other.

This would seem to suggest that if the stopper in the declarer's hand in one suit might be caught, and there is no possibility of catching his stopper in the other suit, the other is the suit to lead. The neglect of this guide post leads many beginners to start up the wrong road. Take this hand as an illustration:

H—A Q 10 7 2  
C—J 10 5  
D—4  
S—K 9 4 3

H—J 9 3  
C—8 4  
D—8 7 6 5  
S—Q 8 7 2

H—K 8 4  
C—A K Q 4 3  
D—K 10 2  
S—A J

H—8 6  
C—7 6 2  
D—A Q J 9 8  
S—10 6 5

Z bids a diamond, Y a heart and B no trumps. Z inferred that B must have both suits stopped and figured that he did not matter which he opened, as Y must eventually get into the lead, so Z started with his own suit, leading the queen.

This is the conventional opening from an ace queen jack suit when there is no re-entry. The theory of the lead is to get the king out of the way at once and still leave the partner with a card of the suit to lead, if he gets in. In this case Y, unfortunately cannot return the suit and B goes same on the hand.

After winning the first trick with the king of diamonds and making his five clubs, upon which Y discards two spades, B led the ace and jack of spades, Y winning the second round with the king. Now there is no way to prevent A and B from making two hearts and two spades: five by cards.

INDOOR SPORTS



INDOOR SPORTS LISTENING TO A GAME AT A SUMMER RESORT WHO IT STUBBING FOR GRAND VICTORY. PULL AN ENFORCED REGATTAL ON A RAINY AFTERNOON IN THE PARLOR.

French Club Tennis

An open lawn tennis tournament will be held at the Cercle Sportif Français, on November 10, 11, 12, 13, 14, 15, and 16. The events consist of hardcourt championships in gentlemen's singles, ladies' singles, gentlemen's doubles, ladies' doubles and mixed doubles. There will also be entries for four grasscourt handicap events in gentlemen's singles, ladies' singles, gentlemen's doubles, and ladies' doubles. There will be also an American tournament. Entries close at noon Saturday, November 3. Entry forms may be obtained from L. A. Chiff, care Probst, Hanbury and Co. Ltd., 10 Nanjing Road.

Offer Training in Shooting

All British, American and other Allied nationals who are leaving Shanghai for the war can receive free instruction through the Shanghai Revolver Club any day with either the revolver or the latest 45 caliber automatic pistol.

Football

Baptist College Wins The Shanghai Baptist College football team defeated the American school yesterday at the college's ground by 2 to 0. A wet field slowed up the playing considerably. The goals were made by Feng Du-shen and Feng Pa-tau.

RIFLE MEET TOMORROW

Members of the Shanghai Rifle Association are reminded that the October Monthly Shooting Competition will take place tomorrow between 8 to 9 a.m. and 4 to 5 p.m. The conditions will be 200 yards range, Blisley target, with 1 sighter and 10 scoring shots to count.

Fantastics Open Tomorrow

A program bristling with good items is promised tomorrow night at the Lyceum Theater when Frederico Shipman's Fantastics will commence their season in this city. Miss Billie Seaton's items will include two "kiddy" stunts—"Mississippi" and "They Always Pick on Me"; Ray Traynor will perpetrate musical jokes and will also play "The American Patrol" with the full orchestra. Fred Keeley's chief contribution will be "The Inebriate Dance," and he will also join Toy Allons in several quaint dance-duets. Elsie Black will play flute and piccolo solos. Bert Wiley will be heard in grand opera and ragtime selections on the xylophone; Nellie Black and Fern French will present a vocal act; Hilda Pelestad will include the witty monologue "I've Been So Very Busy Knitting" in her budget of attractive items; Leonard Nelson's clever comedy songs and a humorous acrobatic act by Redhead Wilson and Fred Keeley will close the program. The booking is at Moutrie's.

Shanghai Races--Autumn Training

Table with 10 columns: Pony, Rider, % mile, % mile, % mile, 1 mile, 1 1/4 miles, 1 1/2 miles, 2 miles, Last quarter. Rows include Malcolm, Upwood Park, Vival, Victor, Report, Rosewood, Ten Cents, Mottled, Kobe, Freeco, Golden Horn, Kronborg, The Bullfinch, The Capercallzie, Bernina, Shirley, Drummer Boy, Triumph, Golden Sub, Beau Brummel, The Oriole, Aristocrat, Spring, Marmes, Niblick, Grey Goose, Woodhouse, Royal Sand, Victory Dahlia, Attraction Dahlia, Muirhead, Seaforth, Winsome Dahlia, Jacobite, Domino, Hawkeye, Father Xmas, Gold Bug, Darra, Gladiator, Big Ben, Carrickfergus, Tig, Middelkerke, Reims, Blazon, Double, Merryman, Goldsand, Persimmon, Star of Doon, Mush, The Spotted Bird, Wynona, Silversand, Dally, Posferado, Ampat, Angostura, Hot Alf, White Rock, Streatham, Wild Gamble, Kowloon, Silver Streak, Good Boy, The Dean, Bapume, Peking Chief, Anglodane, Biplane, Northland, Brown Mouse.

By Tad



AMERICAN FOUR HENLI WINNERS

Danish Boat Second And British Third After Finely Contested Race

REGATTA IS BIG SUCCESS

Rowing Club's Program Gives Promise Of More Good Sport Today

Henli Regatta Results: Junior Skiffs: E. A. Erickson 1, E. Edwards 2. International Fours: America 1, Denmark 2, Great Britain 3. Griffins' Pairs: R. W. Burton and E. Park 1, J. L. Cowen (Jr.) and K. Mansfield 2, E. R. O'Brien and F. R. Gabbott 3. Club Fours: Edwards' crew 1, Evans' crew 2, Bertie's crew 3. Light Motor Boat Race: C. H. Rutherford 1, D. Fleming 2. As one of the oldest oarsmen present at Henli yesterday afternoon was heard to remark: "Everything was perfect, except the forenoon's weather." The arrangements for the regatta were perfect in every respect and reflected great credit on the hardworking Club committee, assisted by the special regatta officials.

Shanghai-Nanking Railway

also, as usual, gave the oarsmen and their officials every assistance, their co-operation being all the more appreciated in that this item has an important bearing on the success of all Henli functions. It was altogether too bad that the rain should have marred the outing, which, in other respects, regard being had to the abnormal conditions of the time, bade fair to have been one of the best, if not actually the best, Autumn Regatta ever held on the Hsinyangkong reach under the auspices of the Shanghai Rowing Club.

As stated above, the S.N.R. officials lent every aid to the function. The train service was in every respect adequate and well organized and the unfailing courtesy of men like Mr. Bigel, the station inspector at Shanghai North, was much appreciated.

The spirits of all those interested in this annual water function were pretty cast down all Friday, when the weather seemed likely to be not so propitious as it had been practically for the preceding month and they were not any more elated at daybreak yesterday morning, when the skies were still dark and rain was falling merrily. Luckily, however, it had ceased well before the races actually began in the afternoon and, all round, the conditions left little to be desired.

The rain had settled the water and the air being clear and sharp, though not cold, was ideal for racing conditions, the oarsmen being not at all impeded by a head wind, as has so often been the case at Henli. There were fewer houseboats, possibly, than usual, though today, with a greater influx of the fair sex, it is safe to forecast a merry day's outing, especially in view of the excellent program scheduled, which is as follows:—

8.30 a.m. Preliminary Runs for Motor Boats

10.45 a.m. "Crab Race" for Canoes

11.15 a.m. International Pairs

11.45 a.m. Motor Boat Race for Cruisers

12.00 noon Mixed Races

1.45 p.m. Sailing Race

2.30 p.m. Sampan Polo

3.30 p.m. International Eight

4.00 p.m. Motor Boat Race for High Powered Boats

5.00 p.m. Presentation of Prizes

The events were all gotten off yesterday with a very pleasing absence of delays between items and the regatta officials all carried out their duties thoroughly. They were as follows:—

Judges:—A. E. Algar and A. L. Anderson.

Umpires:—A. C. Clear and J. H. McMichael.

Starters:—E. T. Byrne and P. Crighton.

Timekeepers:—D. H. Cooke and C. V. Jensen.

Clerk of the Course:—T. H. Suffert.

Press Official:—R. W. MacCabe.

Pontoon Officials:—N. G. Beale, W. J. Gande and D. M. Graham.

Committee:—W. E. Sauer, Captain, H. P. B. Jones, Vice-Captain, C. V.

The Weather

Gloomy, damp and misty weather, with northerly breeze. The maximum temperature recorded yesterday was 63.7 and the minimum 58.1. The figures for the corresponding day last year being respectively 61.5 and 54.0.



Jensen, Hon. Sec. and Treasurer, N. G. Beale, E. A. Erickson, W. J. Gande, K. H. Gardner, D. M. Graham, D. C. Hutchison, W. B. Kennett, A. G. Mowatt and H. N. Olson.

The Press were comfortably accommodated on a speedy little launch, from which it was possible to view every detail of all the rowing events. Mr. Wm. E. Hansen is to be heartily congratulated on the success of yesterday's function and, with the weather clearing up, an improvement in the meteorological conditions may be anticipated for today and a resultant even more enjoyable day's racing.

As is ever the case when Mr. E. T. Hyne manipulates the starting gun, the first race was gotten off with commendable punctuality, at 3 p.m. as scheduled. This was the Junior Sculls over a distance of 1 mile, for which only two oarsmen had entered, viz., E. A. Erickson (160 lbs.) on the Shanghai side and E. Edwards (168 lbs.) on the Quinsan side of the stream.

Mr. Hyne announced to the pair that he intended to give them a flying start. Both men looked in the very pink of condition, Erickson particularly being as hard as nails.

Erickson was first away, but rowed about 100 yards right slantwise, across the stream, almost into Edwards' water. Having secured a useful lead of about two lengths, he moved up on his stroke, though still quicker than Edwards, the rates being 20 and 25, respectively, to the minute. At the half mile point Edwards showed round towards the Quinsan bank and lost quite a lot thereby, Erickson now having a full four lengths advantage.

Both oarsmen were hugging the Quinsan shore, almost at the risk of fouling their stroke side blade. At the first houseboat, it was an easy win in prospect for Erickson, who had several lengths' lead by now.

Edwards, however, stuck gamely on and made a plucky sustained effort to draw up, but was unable to approach the leader, who won with great ease in 4m. 55-3/4 s.

The second event was the race for the International Four over a 1 1/2 miles course. In many ways more interest centered in this item than possibly in any other of the straight rowing competitions. Three nationalities were represented—America, on the Shanghai side; Great Britain, in the center and Denmark, on the Quinsan side of the stream.

The crews were:

America  
Bow—V. Olson ..... 155  
2—G. F. Ashley ..... 150  
3—H. F. Merrill ..... 159  
Stroke—K. M. Gardner ..... 170  
Cox—W. E. Row ..... 124

Great Britain  
Bow—D. Campbell ..... 151  
2—E. McIntyre ..... 153  
3—T. Macdonald ..... 153  
Stroke—H. P. B. Jones ..... 153  
Cox—E. A. Brodie ..... 129

Denmark  
Bow—O. A. Hansen ..... 128  
2—H. Dreyer ..... 160  
3—K. Aagesen ..... 190  
Stroke—C. V. Jensen ..... 163  
Cox—H. F. Landers ..... 125

This race was a 1 of an hour late in starting. The Americans got slightly the best of the start and led by over a length in the first furlong or so. Denmark and Great Britain were practically level.

The latter two boats now came up on the Americans, who were rowing about 31 to 32 to the minute. At the mile point all three boats were almost in a straight line, Great Britain being somewhat behind the Danish and American boats. The Danes now assumed the lead and got a full length away from the British, who were still a trifle behind the Americans.

This was still the order with a 1/2 mile to go, viz., Danes, Americans, British. Nearing the houseboats, the Americans made a vigorous effort to draw up to the Danes, but did not quite do so, though both boats were now well ahead of the British, some lengths in fact.

A magnificent race for first place now ensued all along the line of houseboats, right up to the finish and it was a toss-up which would win, but the powerful effort made by the Americans secured them the verdict amid uproarious applause from the enthused crowds. The U.S.A. thus got first place, in 39 mins. 45 3/4 secs, by a length from Denmark, who were over a length ahead of Great Britain.

The style and general appearance of the "Yankee Squad" were greatly admired all through the race and their coach has every reason to be proud of their showing. The race was a most exciting one to witness, especially in its concluding stages, just where the houseboat occupants could see it and the magnificent supreme effort of the Americans was something worth while seeing.

The next event, the Hury-Scurry Race, so carefully arranged by Messrs. Woodfield and Evans, had regrettably to be scratched, owing to the cold water being adjudged too much for the competitors.

The next event was the Griffin Pair, No. 3, on the Quinsan shore, got a good advantage at the start, but No. 1, on the Shanghai side, soon drew level and then ahead, pulling very well together, O'Brien and Gabbott showing evidence of careful training.

At the houseboats, however, they seemed in trouble, stroke being apparently winded and Burton and Park, on the Quinsan side, took the lead and the race, aided by a friendly sampan which got in Gabbott's way. Mansfield and Cowen now got the best of No. 1 team and finished second, many lengths both of them behind No. 3 boat.

The crews were:  
Station No. 1  
Bow—E. R. O'Brien ..... 143  
Stroke—T. R. Gabbott ..... 138  
Cox—H. F. Landers ..... 125

Station No. 3  
Bow—J. L. Cowen ..... 135  
Stroke—K. Mansfield ..... 130  
Cox—P. Ayres ..... 120

Station No. 5  
Bow—R. W. Burton ..... 141  
Stroke—E. Park ..... 162  
Cox—E. A. Brodie ..... 129

The form displayed was somewhat lower all round than is usual even in Griffin races. Intervals at the finish:—Three lengths between 1st and 2nd, two lengths between 2nd and

3rd. Time: 7m. 52 1/2. Distance of course 1/2 mile.

In the next event, the Club Four, over a course of 1 mile, three entries only faced the starter, No. 4 having scratched.

At the start, No. 2 led, with No. 3 in close attendance and No. 1 much behind. No. 2 started at 36 to the minute. No. 2 kept on increasing their lead and No. 3 fell back almost to No. 1, but nearing the houseboats they still maintained their position as second and easily kept there till the finish, when they were about four lengths behind No. 2 and five lengths ahead of No. 1.

The crews were:  
Station No. 1  
Bow—D. Campbell ..... 153  
2—F. H. Watson ..... 151  
3—N. Justesen ..... 153  
Stroke—E. Edwards ..... 160  
Cox—H. F. Landers ..... 125

Station No. 2  
Bow—M. T. Price ..... 127  
2—J. W. Oots ..... 140  
3—A. Malcolm ..... 145  
Stroke—J. J. Evans ..... 173  
Cox—P. Ayres ..... 120

Station No. 3  
Bow—A. M. Carlisle ..... 140  
2—B. G. Wilson ..... 145  
3—D. H. Wythe ..... 169  
Stroke—L. Hertie ..... 175  
Cox—W. E. Row ..... 124

The official time given, out was 4m. 46 3/4 s.

The concluding event on the afternoon's card was the race for Light Motor Boats, open to boats with outboard or other motors, not exceeding 6 H.P. The conditions were "Bang and Go Back," no entrance fee and post entries. The first prize was 30 gallons of "Shell" motor spirit, presented by the Asiatic Petroleum Co., Ltd.

It was rather difficult to follow this event in the oncoming twilight, but it was nevertheless a pleasing variant on the straight rowing items.

C. H. Rutherford's craft was adjudged winner "by a tongue" from D. Fleming's neat little outfit.

Choice of Leads

At Royal Auction

(Continued from Page 1)

difference in the choice of openings. When the situation is complicated by the fact that the partner's bid is clearly a denial of the leader's suit another consideration comes up. Is the dealer trusting his dummy to protect the denied suit, or is the take out a forced bid, or both? These situations are sometimes interesting and are easily misplayed.

In the hand just given there is no denial of the dealer's suit, as any partner will call a good major suit more willingly after his partner has shown some strength in a minor suit. But take this hand, in which the leader's partner is clearly denying the leader's suit:

H—K 8 6 2  
C—8 4  
D—K J 10 7 5  
S—J 7  
H—Q 7 3  
C—K 10 9 5  
D—8 2  
S—9 8 5 2  
H—10 9 5  
C—A Q J 7 6  
D—9 4  
S—A 10 4

Z bid a club, Y a diamond and B no trumps. Z forgot to allow for the fact that B might be trusting his dummy to stop the clubs and credited B with the king, which he hoped to catch, so he started with his partner's diamond suit and B went game on the hands. Upon winning the first trick B led a club through Z, who played the jack. A won it with the king and came back with a small spade. Z won the queen and led another diamond. B led another club and Z held the trick with the queen, but would not give up the

ace, as that would establish the ten for A.

As an alternative he led a heart through A and killed his partner's king. B came right back with a small heart, allowing dummy to lead one of his equals in clubs, which Z won with the ace, B discarding a diamond. B is quite sure that Z has no more diamonds to lead, as Y would not deny a suit with four to the king jack ten.

Z's next lead was a heart, which B won with the jack. The spade king dropped the jack for Y. Being uncertain what Y's outside cards were B led another spade, as the heart must lose. This Z won with the ten, and was forced to give A two more tricks, one in each of the black suits.

Z's excuse for the opening was that he could not tell whether the declarer had the clubs stopped or was trusting the dummy to stop them. But it should have been clear to Z that it did not matter

which one could stop the clubs. The point that should have decided the lead was the re-entry in spades. Y may not have a re-entry, nor even a good suit, as his bid is forced, to deny the clubs.

If Z starts with his own suit, leading ace and then queen, which is the conventional method when there is a re-entry with the suit, dummy must still make two clubs, but B cannot win the game because he cannot catch both kind and ten of hearts.

If B leads the spade after winning the second club trick Z will clear the clubs simply to avoid leading the other suits. Now B must take the diamond finesse while dummy has a lead. A small heart goes to Y's king, and Y clears the diamonds. B makes two heart tricks and follows with the king and another spade, losing all the rest of the tricks. This gives him five clubs, the odd trick, but not the game.

## School For Card Players

Auction Bridge, G. C. G. says: During the deal B picks up his cards and drops one of them on the table, but not face up. Z bets this is an exposed card, although B's partner could not see its face, and quotes law 65. Z could not name the card himself.

The law quoted refers to cards dropped on the table during the play of the hand. The penalty for picking up the cards during the deal is twenty-five points each. This is not for dropping them, but for lifting them before all thirteen have been given to the player who lifts them.

H. M. says: We find that the partner of the bidder must accept his bid as satisfactory before play begins. Is this new rule intended to make auction like pirate, and is it every bid that must be accepted or only the final bid?

Law 54 seems to lead to some confusion in the minds of certain players who read it for the first time. The word "accepted" should be changed to the phrase "Passed by three players in succession." There is no such thing as accepting a bid in auction.

B. C. K. says: The dealer leads from dummy when it is his own lead. B says to A: "That is the wrong hand. Shall I play to it or do you object?" The dealer insists that this is a form of consultation and there is therefore no penalty to be demanded.

The dealer is right. B should either play to the lead or simply call attention to its being from the wrong hand. Asking his partner's advice as to which to do is not allowed.

Mr. D. says: My partner has bid a heart and gone to two hearts, without waiting for me, the player on my left having bid a spade. The player

on my right now bids two spades. I have four hearts and a singleton, but it is not a spade. As I should have to follow suit to spades three times I do not feel strong enough to assist. My other cards were five clubs to the ace and the ten of diamonds.

The hand is quite strong enough to assist a partner who has rebid her hand, as any of the four trumps is as good as the king of diamonds, winning the second round.

L. C. F. says: The dealer starts with a spade bid. Second hand passes. Third hand holds six hearts to the three top honors and three spades to the ace. A bets the spade bid should be passed, as third hand can assist that suit. B bets he should bid two hearts, as his hearts are better than any average one spade bid, to which A retorts that to bid the hearts would deny the spades.

The third hand is strong enough to play the hand at hearts without any assistance in trumps from his partner and has clearly a better heart bid than the dealer can have had in spades. The two heart bid is quite justified because if the dealer shifts third hand is willing to bid more hearts.

Auction Pinochle. A. L. asks the value for the meld of four kings and queens with ace ten jack of hearts. 370 for the six melds that can be made with these cards.

Mrs. J. M. says: In melding four players, can the king and queen of trumps be shown for 40 and the ace, ten jack added for 150, or is the sequence worth only 150 altogether?

The two melds are worth 150, just as in two hand.

T. H. says: In starting to play

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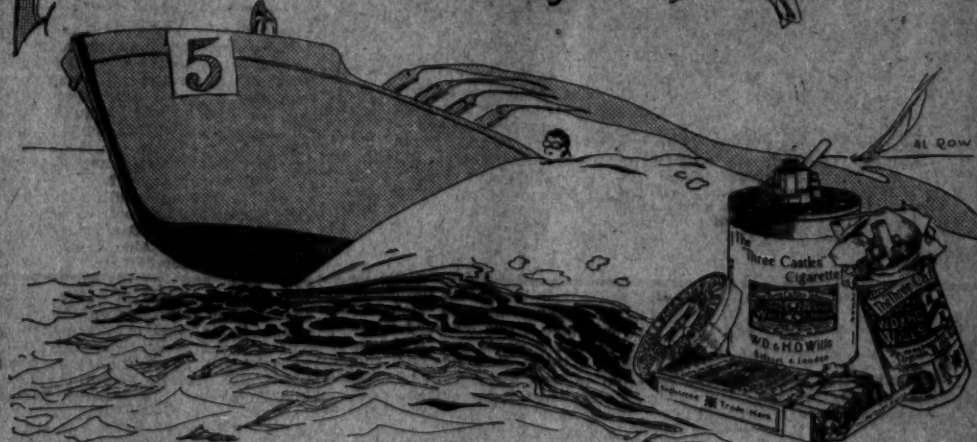
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